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THE WASHBURN-CROSBY NEW BRICK ELEVATOR AT LOUISVILLE, KY.

The accompanying illustration shows the new brick storage tanks and working house of the Washburn-Crosby Company at Louisville, Ky. The plant was finished last August by James

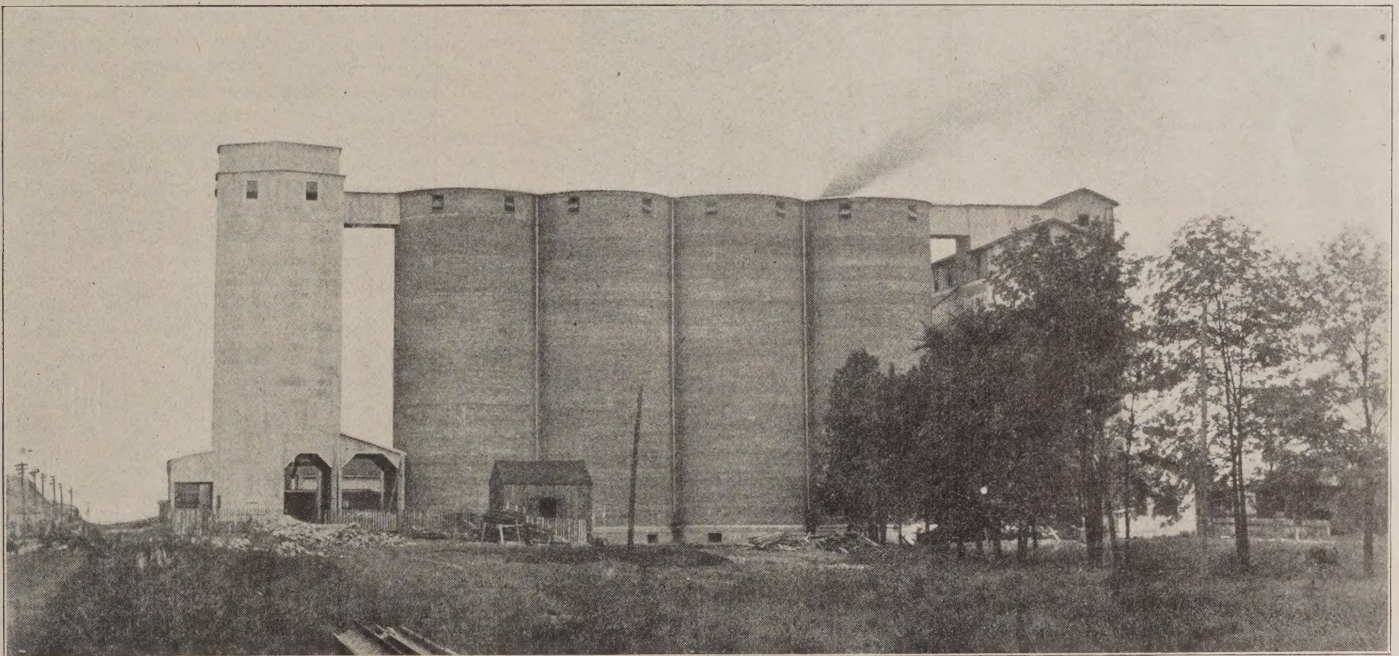
This arrangement has the advantages that it allows for four windows in each tank, which both ventilate the tank, give it light and allow the tanks to be trimmed to full capacity. The windows are fireproof wire, of ribbed glass.

The working house is of wood, with two legs of a capacity of 8,000 bushels each per hour. There are two tracks and two unloading pits for cars

[For the "American Elevator and Grain Trade,"] CONCERNING ARBITRATION.

BY L. C. BREED.

There are some drawbacks in respect to private arbitrations. Not long ago the writer, representing another party, sought to arrange to have one held. It took some time for each party to the



BRICK ELEVATOR AND TANKS OF THE WASHBURN-CROSBY COMPANY AT LOUISVILLE, KY.
Erected by James Stewart & Co., Contractors, Chicago, St. Louis, etc.

Stewart & Co., Chicago, and has a total capacity of 250,000 bushels.

On account of the conditions of the soil, it was necessary, in making the foundation, to go down 13 feet to reach hard clay. The foundation was then made of concrete with spread footings, reinforced with steel. The tank walls are 13 feet in thickness, made of red Louisville pressed brick. The reinforcing is open hearth steel wire, running horizontally about 16 inches apart. The bricks are all laid in Portland cement mortar and the roof is of tile on steel frames. The covering of the roof is 4-ply felt composition and gravel.

The steel conveyor gallery runs through the top of the tanks and its trusses support the roof

and one unloading hopper and dump scale for wagons. The cleaning machinery is located in an intermediate story. The machinery is run by electric motor, which gets its current from the mill. The old mill elevator, which was remodeled and turned into a storage house, is shown in the right of the picture. The flour mill does not show, as it is in the rear of the tanks.

New Orleans in March established a new record in the matter of the shipment of oats to Europe in the clearance of the British steamship Clifton for Dunkirk with 260,000 bushels of oats in bulk. The Clifton took out, in addition to the oats, 51,728 bushels of corn and 1,000 bales of cotton.

controversy to find a gentleman both competent and willing to serve. Then considerable time was lost in these two gentlemen selecting a third. Then, as there were now five parties, the proposition was to find a day, at some hour of which all could meet for the hearing. A month passed in this way. When finally they met, only one side was heard, and a week passed before the defendant's statement was presented. Then a few days elapsed before the decision was rendered. From the time the controversy began, until the award of the committee was had, two and one-half months had elapsed.

Foreseeing this delay, the writer had fortunately put his side of the case in writing a few days

after the dispute arose, and gathered all the papers that related to it. In order to present the matter as effectively as possible, the writer assumed he was a lawyer about to argue a case for a client; and so spent an afternoon in drawing up a carefully prepared statement of the matter. All the documents were numbered, or designated with a letter, beginning with A, and on the margins of the separate written sheets of paper covering the case, a notation was made referring to each document relating to it, at the place in the statement where it was to be brought up to support the writer's contention.

It should be borne in mind that, as the parties naturally sought after to serve as arbitrators are busy men of affairs, and serve only as a matter of accommodation, it is due to them that the presentation of the case should be made as clearly, and logically as possible, and put as tersely as a proper and full recitation of the circumstances will admit of doing.

In this connection it is well to suggest that it should be a written, rather than an oral, statement, for these reasons: First, if written out while the facts are fresh in mind, it makes a stronger case; second, it would be likely to be put in more condensed form and more free of personalities, since, when reducing a case to writing, a business man would naturally look it over one or more times before the meeting took place and possibly show it to a friend; and, as a result, he would eliminate any questionable language or allusions; third, a party is able, in so doing, to leave his statement with the committee for their inspection.

Some years ago, the writer was a member of an exchange where many disputes during a series of years were, by mutual consent, referred to one of the older merchants. This gentleman bore so high a reputation, both for ability and fairness, and had had so long and varied an experience, that his decisions were respected and accepted without question. It was a quick way of settling controversies and cost nothing. So well known had this gentleman become for this service to his fellow members, that he bears the title of the "arbitrator."

In view of the responsibility of this service, the active members of an exchange owe it to the membership at large to use all possible care in the selection of the committee on arbitration. As questions are often such as require knowledge of the customs governing trading, and as, after all, experience, which is bound to have precedents for almost all ordinary cases of controversy, is the main thing, it is important that this qualification should be recognized.

In case of the Merchants' Exchange of St. Louis, there is a committee known as the committee on appeals, the designation of which fully explains its character. Besides the regular arbitration committee, there is a high court of arbitration for important cases, but the convening of this committee has been called but two or three times in a generation.

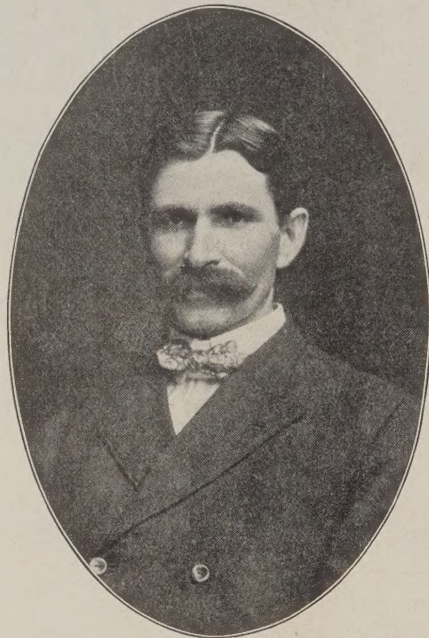
A custom is practiced at the Boston Chamber of Commerce, which seems to be peculiar to that organization, in that members are allowed to be present at the sittings of the arbitration committee, and when a case is called of sufficient importance and interest, the attendance is often quite large. The main object of the members is to gain information that will be of value in guiding them, and so prevent the occurrence of loss from such causes.

The Minnesota Farmers' Exchange elevator companies, which have attained to considerable newspaper notoriety and excited some sympathy because of their inability to dictate how grain markets shall be operated, are now going to build a terminal elevator—if they can raise the money. They are going to build it at Ashland, if the railroads will carry the grain to Ashland, and if not, at Superior. The Commercial Record is not in the brokerage business, but if they want a

Superior elevator we will guarantee to sell them a modern plant located in Superior at the rate of 10 cents a bushel. This is about two-fifths of what it will cost them to duplicate the plant.—Duluth Commercial Record.

C. L. HOGLE.

Cassius L. Hogle, who has succeeded J. N. Bacon as representative at Indianapolis of the Invincible Grain Cleaner Company, has had an extensive experience in the sale of milling and other machinery, as well as some practical experience in a flouring mill. His inclination was more in the direction of selling machinery than in operating it, however, and after a couple of



CASSIUS L. HOGLE.

years' work in his uncle's mill at New Palestine, Ind., he left the mill to educate himself for other occupations.

Going to De Pauw University, he became an expert stenographer and followed that profession in both court reporting and newspaper work, as well as acting as private secretary for the late Gen. A. D. Straight, then a conspicuous figure in the hardwood lumber trade. After General Straight's death Mr. Hogle went to the McCormick Harvester Manufacturing Company, with whom he was connected for several years, first as stenographer and later as traveling man. It might be remarked here, incidentally, that Mr. Hogle, during his career as a stenographer, operated the first typewriter ever used in Indianapolis.

Leaving the McCormick Company, Mr. Hogle was employed by the Nordyke & Marmon Company at Indianapolis, both as office man and traveling salesman, and left their employ to take the management of the Lambert Gas and Gasoline Engine Company at Anderson, Ind. This business he managed successfully for several years and then sold out his interests at a profit and took a position with the Conde Company to sell cordage. He left this company to go to the Invincible Grain Cleaner Company.

Mr. Hogle was born in Iroquois County, Illinois, in 1860, but in 1861, when his father volunteered as a soldier in the Civil War, his mother took him to her father, living in Hancock County, Indiana, and there, as his father lost his life in the army, the boy remained until he was seventeen years of age, getting such an education as a farmer's son was able to get in those days in Indiana. He is now married (1882) and has one son; is a member of the Masonic fraternity and of the M. E. Church.

Send us the grain news from your neighborhood.

DESIGNING GRAIN ELEVATORS FOR STRENGTH.

To make a safe and economical design for a grain elevator requires a thorough knowledge of the pressures, distribution of the loads, and their practical application, says J. A. Jamieson, M. A. S. C. E., of Montreal, who adds: "It is well known that over 75 per cent of the bin structures built during the past few years of non-combustible materials have either partially or totally failed or shown decided evidence of weakness due to fundamentally wrong design; and this is largely because the designers have failed to recognize the important fact that friction, wall area and ratio of depth to breadth almost entirely control the pressures; that the pressures increase almost directly as the diameter; and that the walls acting as columns must carry the greater part of the grain load."

Mr. Jamieson is commenting on certain statements in reference to grain bin designing made by the editor of the Engineering News of New York City; and as Mr. Jamieson's remarks constitute a clear and forcible summary of good current practice in grain bin designing, we reprint his article with this explanation of the literary form in which the matter is presented. He continues:

"I agree with your advice to your correspondent that 'the best way is to adopt such designs that complicated methods of computation involving large uncertainty in their practical application will not be required.' I cannot, however, agree with you when you say that 'as for the stresses in the walls, if circular bins are used, there will be nothing but tension in the concrete due to the bursting pressure of the grain.' A moment's consideration will clearly show that this cannot be true. Since grain produces much less pressure than a fluid of the same specific gravity, it is obvious that the walls acting as columns must carry part of the grain load. In deep bins the proportion thus carried by the walls will often amount to 85 per cent of the total contents of the bin. The tank shell or wall is therefore subjected to a vertical compressive stress which in most cases is much greater than the tension due to the bursting pressure of the grain. In fact, it is quite practicable to build a standpipe or tank which would be quite safe when filled with water and yet fail under grain load. The writer knows of a number of steel tank structures which have a factor of safety of over 10 against bursting, which actually have partially or totally failed by shearing the rivets in the horizontal seams due to the excessive vertical load in the shell. Circular isolated tanks can, however, be made quite safe and the stresses accurately calculated, but practically they are uneconomical both as to cost and space.

"With a view to economy many storage structures have been built with the circular tanks joined together and the star-shaped interspaces used for storage. This makes a structure in which it is impossible to even approximately calculate the stresses; in fact, considering the interspaces, we have a bin the walls of which are four arches without abutments to resist the arch thrust. Several have failed from this cause, and most of this type are unsafe. In fact, circular bins for the storage of grain are simply a relic of the exploded fluid pressure theory.

"With square bins there is no loss of space. They can be supported to the best advantage on columns, forming a working story in which cars may be placed for loading or unloading; the horizontal pressure of the grain in bins of moderate and practical size being small, the walls do not require great horizontal strength; each central wall forms a partition wall between two bins; and it is easy to provide strength to carry the vertical load. With good design they are the most economical and best meet practical conditions. They can be built of reinforced concrete

and the strains can be calculated with very little uncertainty.

"Many of the square bins that have been built to date have been constructed of flat steel plates with all joints riveted and strengthened by tiebars. This style has not proved very successful. The flat plates have very little stiffness, the deflection is excessive, in many cases producing permanent set, and this permanent set is reversed as the bin on either side of a given wall is filled or emptied, thus greatly shortening the life of the structure. The tiebars are often broken and pulled out by the frictional load of the moving columns of grain when the bin is being emptied. The stress in the walls due to the horizontal pressure and deflection of the plates, intensified at the point of attachment of tiebars, combined with the heavy accumulated vertical load, makes it impossible to even approximately calculate the stresses.

"The writer believes that the only practical bin design, which is capable of exact computation of the stresses, is a square bin with walls constructed of a series of independent beams (steel trough-plate sections set on edge, with lock-bar between them to form a grain-tight joint), of sufficient strength and stiffness to resist the resultant grain pressures without the aid of tiebars. The ends of the wall members are rigidly attached between column members located at the intersection of the wall of contiguous bins and forming a bin column of sufficient strength to carry the total accumulated loads direct to the foundations. The hopper-shaped bin bottoms are suspended from girders which carry this load alone. We thus have a bin structure in which there is no accumulated load carried by the walls, each wall member transferring its load to the columns in the same manner as the beams carry the floor loads to the columns in ordinary warehouse construction. The functions of each member are thus clearly defined and the stresses can therefore be accurately computed.

"The designing of grain elevators or storage structures is an engineering specialty requiring knowledge and practical experience not usually possessed by engineers in general practice, and one into which practical considerations enter so largely that I would recommend engineers to study the problem very thoroughly before undertaking the design of this class of structure."

CHICAGO VS. MILWAUKEE.

On March 30, Harry Berger filed a bill in the U. S. Circuit Court at Chicago to enjoin the Chicago Board of Trade from adopting the resolution voted upon and carried on April 2 by a vote of 556 to 147 noes, which amends Sec. 8, Rule 4, which prohibits members from trading in "puts" and "calls," or any other contracts respecting the purchase or sale of grain or provisions on any other exchange where the delivery of Chicago warehouse receipts is contemplated, and makes the violation of the rule punishable by expulsion.

It was generally understood that the latter amendment is directed at the Milwaukee Chamber of Commerce, that exchange having refused to raise its commission rates to a parity with those of the Chicago Board, and has diverted considerable business from the latter exchange.

Mr. Berger alleged that if the amended rule were adopted his business as a member of the Milwaukee Chamber of Commerce would be ruined. The court heard the case in part and postponed the remainder of the argument until April 3, when he denied the motion for an injunction. The attorneys for Mr. Berger contended that the enforcement of the rule amounts to a monopoly in grain trade on the Chicago market and is in restraint of trade, because a Chicago man cannot sell a Chicago warehouse receipt except on the Chicago Board; while Mr. Robbins, for the Board, declared that the rule is to prevent foreign exchanges from taking business from

the Chicago market. Judge Bethea said: "The motion for the preliminary injunction is denied. The rule is a reasonable one, and I think the Board has the power to pass it. The obligation of the Board is to protect itself and suppress bucket-shops."

MOSES S. BACON.

Moses S. Bacon, who, on March 16, when he sold his membership, was the oldest member of the Chicago Board of Trade, had been continuously in trade since 1853, when he purchased his seat for \$5. (It sold for \$3,200.) He is now 81 years of age—too old, he says, to be engaged in the grain business, although until his retirement some four years ago he was as active as most men seen on the Board—coming to business early and going home late.

When Mr. Bacon joined the Board it occupied a small room on Fifth Avenue near South Water

BAD AXE GRAIN COMPANY.

The Bad Axe Grain Company's activities cover a wider range than the name would indicate, but contact with the farmer and familiarity with his products and some of his wants as an agriculturist naturally suggested opportunities for service over and above that of handling his grain only. Grain was primarily the foundation of the business; but beans, seeds, peas and potatoes, of which Huron County has a considerable surplus every year, are now handled in large quantities; and this consolidation of the handling of these various products in one place has been of mutual benefit.

The company operates two elevators at Bad Axe, Mich., both of which are shown in the engravings. They stand within 250 feet of each other, between lines of railway sidings, but on opposite sides of Main Street. Elevator A is used for handling beans and clover seed exclu-



ELEVATOR A, BAD AXE GRAIN CO., BAD AXE, MICH.

Street. Later its homes were at South Water and La Salle Streets, again at Fifth Avenue and South Water Street; then La Salle and Washington, from which the Board moved to its present home in 1883. There were in 1853 but three railroads entering the city—the old Galena, Michigan Central and Illinois Central. Grain came in by canal and in bags from the farms.

Mr. Bacon developed the business later known as the Middle Division Elevator Co., operating some forty elevators, more or less, in central Illinois. The great fire of 1871 was the severest trial he encountered; since after the fire, when business was resumed, hardly anyone knew where anyone else stood, financially speaking, and it was hard to get shipments of grain over the railroads. The president of the Illinois Central, however, caused all agents of the road to be notified that on all grain consigned to Bacon & Co. the Illinois Central guaranteed payment, so that he had rather easy sailing.

Mr. Bacon is quoted by a local paper as saying: "Not more than one-half of 1 per cent of the grain dealt in on the Board of Trade in a year changes hands. Because of the clearing house arrangement almost every deal on the Board, therefore, is nothing more than a gambling transaction. If I were in control, there would be no clearing house, and the present practice of 'ringing up' would be abolished. That system has grown up gradually since the clearing house was established some twenty or twenty-five years ago, and the clearing house is entirely responsible for it. It has transformed legitimate trading into speculation pure and simple."

sively, and not for grain. Adjoining the elevator on the north is a two-story warehouse, 100x28 feet in size, where seed and beans are stored after the latter have been hand-picked. The picking room is on the second story, a well lighted room large enough to give space for 44 pickers and three Giant Rubber Roll Picking Machines. The capacity of the elevator is about 20,000 bushels, and of the warehouse about 10 carloads.

Elevator B is used for handling grain—wheat, rye, oats, barley and peas; in fact, all products purchased of the farmers except beans and seeds. The capacity is about 15,000 bushels.

Each elevator has its own power, that of Elevator A being a 15-horsepower Fairbanks-Morse Gasoline Engine and that of Elevator B being a 14-horsepower Ohio Motor (gasoline).

The hay and wool shed shown in the engraving is 40x100 feet in size and is used for the storage of hay and wool in their seasons. Directly opposite there is still a fourth building, known as the office, which also is 40x100 feet in size. The end fronting on Main Street is used by the office force, while the remaining space is devoted to storage of seeds, lime, cement, salt, hard wall plaster, and so on. All of these four buildings are reached by railway tracks, and are within easy call of each other, the hay shed and office building being on private lands and the elevators on the railway right-of-way.

Even this description hardly does justice to the extent of the business; for, in addition to local handlings of the products named, the company buys both grain and seeds in carload lots from other elevators doing business in that section of

Michigan, and does a wholesale business in field and garden seeds, of which the company sells a great many carloads in the course of the season to dealers located in Michigan. The company handles also stock feeds of every description, as well as the other commodities named, and is also a large grower of garden peas and beans.

As the business has enlarged its scope it has become necessary to provide storage room and assembling elevators in other localities; and with that purpose in view the company recently purchased the elevator formerly owned and operated by D. McMorran at Tyre, twelve miles south of

J. S. McClellan, chairman of the committee of arbitration for the Railroad and Warehouse Commission, said: "The state committee has provided a committee of three members, who are also members of the Merchants' Exchange, to hear all complaints, and where a buyer or seller has reason to believe he has not had justice in the grading of grain, the duty of the committee is to examine and correct if a mistake has been made. This committee was called twice during 1905, and not at all during the year 1906, so far. In case any buyer or seller wishes to have his grain reviewed he makes application to the chief in-

[For the "American Elevator and Grain Trade."]
**RAILROAD EVILS MUST CEASE
 OR SHIPPERS REMAIN
 CAGED.**

BY HARRY W. KRESS.

At present shippers can call upon the Interstate Commerce Commission with their complaints of unreasonable rates or unjust discriminations; and should the decision be in favor of said shippers the Commission has the power to order the railroad defendant to cease its unlawful practices. So far so good. To enforce its decisions, however, it has not the power. Imagine a party found guilty of stealing by a court and that court merely being able to advise against such practices, instead of being able to enforce its convictions!

Is there no way to enforce the Commission's decision? Yes, by appealing to the Circuit Court of Appeals of the United States. But how many shippers can afford to take this expensive course? As a rule it takes from two to twelve months for the Commission to reach a decision. This length of time is no hardship, even though the case be a mere principle. The hardship comes when the case is appealed to the Circuit Court. The Commission's testimony is there all rehearsed, with a possibility of new evidence submitted in behalf of the railroad; so that in some cases it takes six years to get a final decision, and the average is two to four years. The average shipper is unable to stand such expensive routine; but large shippers, backed by ample capital (money talks), are molested the least, as the railroads know they will fight for their rights, while the small shippers' complaints resemble nothing more than paper bullets and are laughed out of court by the railroads.

A carload of stuff was shipped east from Columbus, Ohio, to Baltimore, Md., at a rate of 10 cents per hundred pounds. This car, after arriving at its destination, was rebilled to a small town one hundred miles west over the same road, the charge being 8 cents per hundred pounds. A haul of almost 500 miles east for 10 cents a hundred, and 100 miles west at 8 cents a hundred—where is there any justice in such treatment? This is no exceptional case, as the like is an everyday occurrence.

That the railroads are not satisfied with their



ELEVATOR B OF THE BAD AXE GRAIN CO., BAD AXE, MICH.

Bad Axe, and also both of the elevators and a hay shed at Carsonville, thirty miles south of Bad Axe, all of which will be managed from the office at Bad Axe.

The Bad Axe Grain Company was organized as recently as July 16, 1903, and is now officered by Wm. H. Wallace of Bay Pool, president; Geo. B. Morley of Saginaw, vice-president; Wm. J. Orr of Bay Port, secretary, and Fred W. Kinde of Bad Axe, treasurer and manager.

REINSPECTION OF MISSOURI WHEAT.

Millers' complaints of the character and condition of contract wheat delivered to them on purchases from St. Louis and Kansas City elevators have become so insistent that on March 29, in response to a special protest from millers in southwestern Missouri, the Missouri State Board of Railroad and Warehouse Commissioners ordered a reinspection of the contract grain in all regular houses at both the markets named, beginning on April 2.

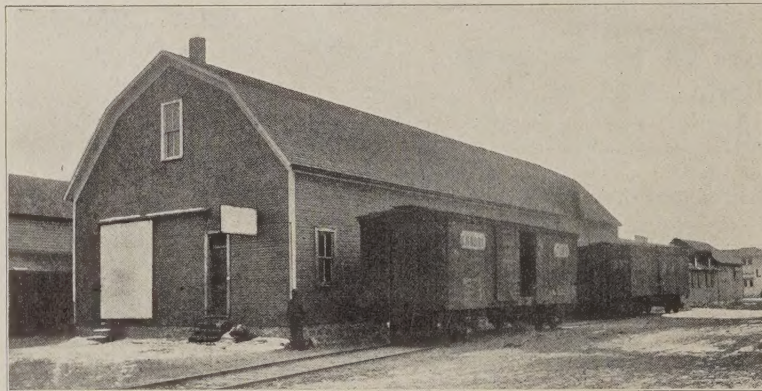
President Bradenbaugh of the Kansas City Board of Trade was disposed to make light of the complaints. "The inspection of grain in Kansas City and the method of grading wheat in this market is fair and even," he declared. "There is no evidence that there has ever been anything wrong about the grading of wheat here. There is very little grain in Kansas City elevators, anyway, subject to warehouse receipts."

At St. Louis opinions differed. One "commission man" is quoted by the Republic as saying that the mixing is all done now in the country; while another confessed: "I don't know why it is, but some dealers can have grain graded as they please." The same paper makes Deputy Chief Inspector Miller say: "If shippers and consignees will insist on getting grade certificates from the state inspectors, the certification will be a protection to both parties and will assure reliability to the St. Louis market. The fault does not lie with the inspectors or with the system of inspection. The thing to do is for shippers and consignees to acquire the habit of getting state grade certificates."

spector, who calls the committee to examine the grain. The work of the department must have been satisfactory, else the committee would have been appealed to."

RICE IN ARKANSAS.

Farmers in Lonoke County, Ark., lying just east of Pulaski, of which Little Rock is the county town, are so far convinced from the crop of rice grown on 700 acres in 1905 that that cereal will be a regular as well as a paying crop of the



WOOL AND HAY SHED OF THE BAD AXE GRAIN CO.

county, that between 3,500 and 4,000 acres will be planted to rice this season. This means a considerable investment for irrigating wells, pumps, etc., but at 50 bushels' yield per acre this initial expenditure is deemed warrantable.

A rice expert from Memphis recently said there are about 50,000 acres of rice lands in Lonoke County, which are worth \$15 to \$30 per acre, an increase of 300 in three years.

The Montreal Harbor Commission on March 11 decided to advance elevator charges and reduce the period of free storage from thirty to ten days. Shippers have made a protest against the advance charges, claiming that they are relatively higher than at any of the Atlantic ports.

present powers and privileges is manifest in that they have devised what is now known as a uniform bill of lading which requires that a shipper sending a carload of stuff (representing, we will say, in value a thousand dollars) must sign his name to the so-called bill of lading, releasing the said railroad of all liability for a total or partial loss to the shipper's commodity while same is in said railroad company's care. This will have the effect of forcing thousands of shippers out of business when such exaction is put in full force. The uniform bill of lading is being forced upon the shippers now in many places.

Why will it drive the shippers out of business? Because such a bill of lading, attached to a sight draft, will be refused as collateral by the banks and

consignees. The risk of the consignor would be hazardous at all times. Take the country grain shippers alone, who handle the farmers' crops; without being able to utilize their bills of lading as collateral they would be forced to suspend business or be a bank in themselves.

We have plenty of evils touching the transportation problem now, but when one adds rebates and rate discriminations it represents a nightmare. The testimony given before the Interstate Commerce Commission on March 10 at Cincinnati put all doubts regarding rebates to flight. Not that we were not aware such evils existed, but facts count for more than suppositions. What is the remedy? We shall have to come to a state of mind in which we oppose such a condition as this, not because it compels us to lose dollars, but because it is forever wrong—because it means everything but a shipper's just rights. Until we are willing to admit that what is in fault here is a principle vital to our progress and liberty, and until we are willing to make sacrifices for that principle and to stand for it through any chance of personal loss, we are wasting time.

At present nothing is done. The passing of the Hepburn measure through the House was applauded the country over; however, the United States Senate seems to see the bill through a different set of glasses and has the shippers on the qui vive. All the shippers demand is equal conditions and fair rates to all. If shippers are not given any relief during the present session of Congress it will be a sad day for the railroads in the near future, as the shippers will cease to be reasonable, and that may have the effect of causing some very radical laws to be passed. Better open the cage now than later. "Patience is a virtue; possess it if you can." Unless the shipper gets relief his patience will have vanished. Can you blame him?

IOWA'S ANNUAL MEETING.

The annual meeting of the Iowa Grain Dealers' Association will be held at Des Moines, Iowa, May 15 and 16. The railroad rate will be one fare plus two dollars for the round trip to Des Moines and return. Tickets may be purchased May 14, good to return until May 31.

It has been suggested that, inasmuch as many of our members are doing business in St. Louis, Memphis and New Orleans, they would perhaps be glad to make a trip to those markets and personally meet those terminal dealers and learn more of their methods and facilities. I am quite certain that a low rate could be obtained if we can make up a party of one hundred people. This trip would probably be made about as follows, to wit:

Leave Des Moines Wednesday evening, arrive St. Louis Thursday a. m., spending day in St. Louis. Leave St. Louis Thursday evening, arrive Memphis Friday a. m., spending day at Memphis. Leave Memphis Friday evening, arriving New Orleans Saturday a. m., spend Saturday and possibly Sunday at New Orleans, then return directly back to Des Moines.

Secretary Wells has sent out blank forms requesting replies that will enable him to determine the general disposition of the members regarding this excursion.

FUTURES TRADING IN BERLIN.

Wheat must be sound, dry and quite suitable for milling purposes, with a normal weight of 755 grams per liter (60.4 pounds per bushel). The value of tendered parcels may exceed or fall below the standard to the extent of 2 marks per ton (1c per bushel), and such difference has to be allowed to the buyer or paid by him.

Rye must be good, sound, dry and free of kiln smell, with a normal weight of 712 grams per liter (56.9 pounds per bushel). The greatest excess or deficiency in value of tendered lots which can be claimed is 1½ marks per ton (¾c per bushel).

Oats must be good, sound, dry and free of kiln smell, with a normal weight of 450 grams per liter (36 pounds per bushel). The greatest excess or deficiency in the value of tendered lots which can be claimed is 2 marks per ton (¾c per bushel).

Maize must be good and sound. The greatest excess or deficiency in the value of tendered lots, which can be claimed, is 1 mark per ton (½c per bushel).

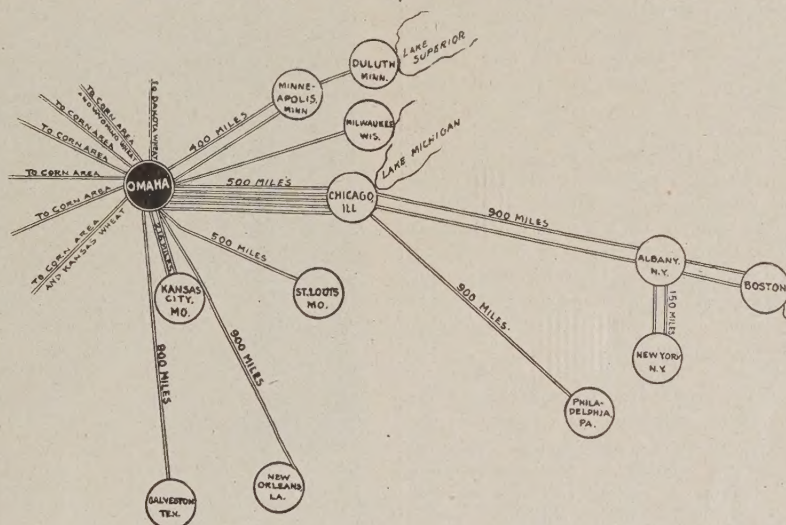
In barley there is no "futures" business.

WHAT OMAHA IS DOING.

The annual report of Secretary A. H. Merchant, secretary of the Omaha Grain Exchange, for 1905, shows a large increase of business in grain through that gateway. The figures are:

	1904.	1905.
Receipts, bushels.....	16,433,185	34,523,500
Shipments, bushels.....	15,370,496	34,301,000

The small amount of grain consumed in the city suggests that the promoter might find industries to enlarge the consumption locally. In the



meantime, however, the growth of the city's business in grain and its elevation from a way station to a terminal transfer makes quite an interesting story.

The creator of Omaha, speaking of its present position in the grain trade only, was President Stickney of the Chicago Great Western Railway, who used his own road as a club to compel railway recognition of Omaha.

Omaha is near the center of the western section of the great American corn belt, with 22 lines of railway penetrating every quarter of that belt as well as into a rich wheat country. Previous to the appearance of the Chicago Great Western Railway and the Omaha Grain Exchange, the organization of which Mr. Stickney suggested, railroad discrimination existed against Omaha. Practically all the railroads running into Omaha were through lines, with rates which prevented any grain stopping at Omaha, because the through rate from points beyond Omaha to Chicago was less than the combination of the two local rates. President Stickney made the first move by reducing the rate from Omaha to Chicago, so that the grain could be held at Omaha and transshipped under improved market conditions. At first the other roads contented themselves with meeting this rate, hoping to drive President Stickney out of the fight. But the Omaha Grain Exchange, recognizing that such an arrangement could from its nature be only temporary, immediately began a course which would tend to make permanent a condition under which Omaha could at all times and from all directions receive a rate which would make the sum of the two locals between interior points and Omaha, and between Omaha and Chicago, equal the through rate between those interior points and Chicago.

An action was instituted in the federal court

against the Chicago & North-Western Railway Company, alleging discrimination in rates, the charge of "conspiracy" being made to give the federal court jurisdiction. Then the several through lines began to hold conferences. The North-Western held out for its through rate and the conferences threatened to end in failure. Then the Omaha business men, aiding the Grain Exchange, took action, and in plain English instituted a boycott of the North-Western road, which promptly yielded, and permanent rates were established. This meant that Omaha was put on the map as a terminal, for the first time, and made a potent factor in the grain trade of the country—a Boston enthusiast going so far as to say that, "Omaha had been given practically absolute control of the grain situation of the United States," and refers to the accompanying map for a graphic explanation of the situation in all its importance.

Since the settlement of her status in 1903, Omaha's position has been assailed time and again by competing cities, but without avail, and it now seems to be recognized by the carriers

as an established principle that Omaha is entitled to as favorable rates within her own territory as any other city. At any rate, recalcitrant roads have been brought to good behavior, and to the immense additions of new storage capacity for grain erected in 1904 and 1905, there is now under construction almost as much more elevator capacity. How far the "elevator allowance" evil stimulates this construction and what influence its ultimate abolition might have upon the market remains to be seen.

CORN CULTURE IN CALIFORNIA.

The United States Department of Agriculture will again co-operate with Sacramento Valley farmers this year in the experiments with Indian corn culture, and will also with forage varieties of sorghums. Last year Indian corn was grown experimentally by about seventy farmers located in various parts of the valley. The experiments were conducted along thoroughly practical lines, the resulting crops being inspected by C. P. Hartley, corn expert of the department, and the determination of the department to give principal attention, again, so far as farmers' experiments are concerned, to field tests of the early maturing varieties of Indian corn is due to the success attained with one or two of these varieties at the Yuba City Cereal Improvement Station last year. These corns are dwarf varieties and ripen about ninety days from date of planting. It is believed they will mature or approach maturity before the weather becomes exceedingly dry, and that in consequence good crops may be secured.

St. John, N. B., expects to export about 6,000,000 bushels of wheat of crop of 1905.

[For the "American Elevator and Grain Trade."]
**CONCERNING THE PROPOSED
 NATIONAL FEED DEAL-
 ERS' ASSOCIATION.**

BY L. C. BREED.

A concerted movement on the part of feed shippers in various sections of the country is being made in the direction of organizing a national association of feed dealers to promote the interests of this trade and to secure the adoption of certain rules and regulations that will tend to eliminate misunderstandings. Provision will be made also for the settlement of disputes and claims by arbitration. A very important feature of the plan is to unite in the endeavor to induce the various states to modify or change their feed laws, and, if possible, bring about uniformity of such laws, since present conditions work great hardship and expense to shippers, and both the mills and shippers are anxious to have the matter remedied.

While for years the formation of such an association has at times been contemplated, the idea has never been carried out, as it was hoped that the Grain Dealers' National Association would interest itself to a greater extent than has proved to be the case in the affairs of the feed trade, and aid in carrying out such improvements and reforms as seemed to call for attention. In view of the large number of parties in the country engaged in this trade, there would be, it is thought, no difficulty in getting a sufficient number to come into such an organization to furnish a satisfactory nucleus for building up a strong and influential association, through which, it is believed, in time, a better understanding of trade usages and the establishing of grades could be brought about, and, by the annual gatherings, acquaintance and friendly relations be promoted.

As an initial step toward this end, in some of the larger cities, local associations have been formed, the one at Milwaukee, for instance, including as members all the leading feed shippers. About New Year's, discussion was inaugurated with a view to fixing, if possible, upon a general understanding regarding time of shipment terms, since the use of the words "spot," "instant," "immediate," "quick" and "prompt" had often led to controversy, as on the exchanges of the different markets various constructions were placed on these terms. Other matters, after a time, were brought forward, and gradually it became clear that the best way to arrive at uniformity and secure co-operation was by means of a national association, such as the Millers' Federation and the grain and the hay dealers' organizations, all of which are of great value to the respective trades.

As it is hoped the feed trade would quite generally be friendly to the plan, it would be possible, in case of a fairly large association, to fix the annual dues at a merely nominal sum, and still have sufficient funds to cover the necessary expenses of running the organization. If sufficient encouragement is given the plan during the coming sixty days, a call for a meeting for the purpose of organizing the association will be issued, and it is suggested that if it could be given in season to take place simultaneously with the mass meeting of the Millers' National Federation at Milwaukee, a larger attendance could, under these circumstances, be secured.

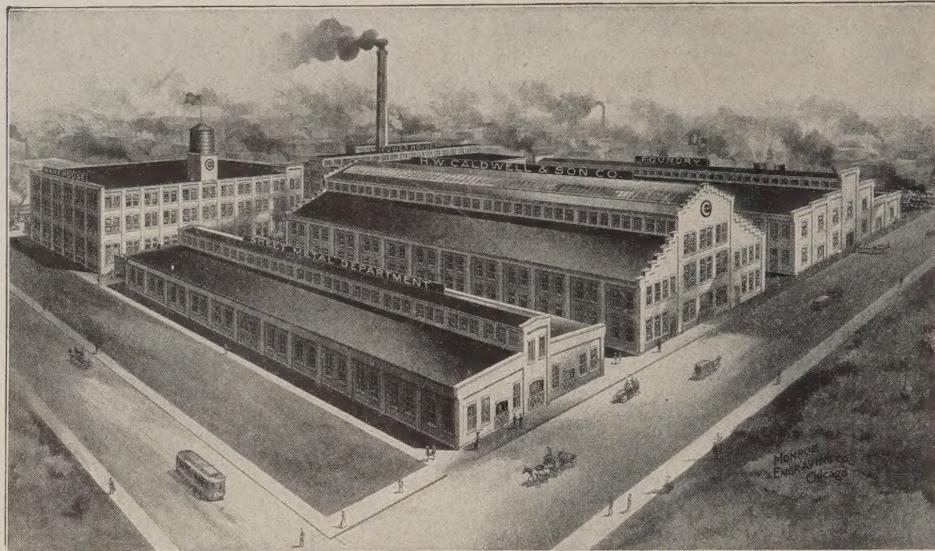
There is, at present, some difference of opinion regarding the constituency of the proposed association. A portion of the parties interested are in favor of confining it to shippers and wholesalers, while others wish to include all retailers in general who deal in feed to more or less extent. It is believed that, ultimately, the plan of a large association, to which all the trade will be eligible as members, will be adopted.

St. Louis wheat will be reinspected. Millers there have been complaining of the quality. Warehouse Commissioners have ordered reinspec-

tion of all wheat in public elevators. St. Louis injured their reputation when they made Russian red deliverable on contracts. Most of their elevator men like a high grade in and a low grade out. Where mixing is allowed they should be compelled to give a full average of the grade. They have 1,850,000 wheat in store, including 900,000 two red hard.—C. A. King & Co., Toledo, March 30.

[For the "American Elevator and Grain Trade."]
ST. LOUIS TRAFFIC BUREAU.

In the year 1897 the Merchants' Exchange and the Business Men's League, the latter representing the jobbing interests of St. Louis, jointly organized the St. Louis Traffic Bureau to look after the general shipping interests of that market. The Traffic Bureau during its life has had three different commissioners, but some months ago its



PLANT OF H. W. CALDWELL & SON COMPANY. CHICAGO, SHOWING NEW FOUNDRY ADDITION.

last commissioner resigned, leaving the Bureau without a titled head.

But Mr. A. F. Versen, who had been in the employ of the Bureau in a clerical capacity since May, 1902, was made its secretary, and, although not honored with the title or emoluments of a commissioner, he assumed the responsibilities of that office, with which he combined the practical advantages of brain and real work. While he is not a colossus in stature, be it said to his credit that he is a Napoleon or a Stephen A. Douglas in practical accomplishments, as he may be likened to them in physique. It is only speaking the plain truth to say that in the few months Mr. Versen has been in charge of the St. Louis Traffic Bureau he has accomplished more actual beneficial results for the St. Louis grain interests than were established in all the previous existence of the Bureau.

But the Traffic Bureau is to lose Mr. Versen. The Business Men's League has withdrawn from the St. Louis Traffic Bureau, and has organized a freight bureau of its own, selecting Mr. Versen as its secretary at a much higher salary than the Merchants' Exchange saw fit to pay. Those members of the Exchange who came in close contact with the gentleman, and had a knowledge of what he has accomplished for the grain interests of this market, part with him with genuine regret.

The annual book of the National Hay Association, after delays because of the printers' strike, has appeared. The report of the Toledo convention is very full and worth preservation; but at this moment, aside from the lists of committee men, reprinting of grade rules, etc., the most useful part of the book is the list of members of the Association and the indicating, as the list does, of those who use the Association's Official Hay and Grain Cypher.

NEW FOUNDRY OF H. W. CALDWELL & SON COMPANY.

Of late years the H. W. Caldwell & Son Company, Chicago, have given more than ordinary attention to the manufacture of large pulleys, band wheels, flywheels, sheaves, gears and other heavy castings. This branch of their business was given increased impetus when the Caldwell Company, something more than four years ago, acquired the patterns, preparations, molding machines and other appliances for the manufacture of the well-known Walker Machine-Molded Gears and other heavy power-transmitting machinery formerly made by the Walker Manufacturing Company of Cleveland, Ohio.

The trade in this line of work, together with their general requirements in the way of castings, has grown so steadily that the Caldwell Company have been compelled during the past year to add

to their plant the large new foundry shown in the accompanying illustration.

The foundry building is 115 feet wide and 184 feet long. On the ground floor is the center or main bay, 50 feet wide, full length of the building, and containing a watertight circular pit 50 feet in diameter and 10 feet deep. This is used for molding flywheels, band wheels and general heavy work. Along either side of this bay is a narrow-gauge track separating it from a 32-foot side bay served by small electric cranes. Over the main bay is a 20-ton electric traveling crane capable of 50 per cent overload and having an auxiliary 5-ton hoist. Above the west side bay is the charging and storage floor having a weight-sustaining capacity of 750 tons. Over the east side bay is a 32-foot wide gallery, full length of building, used for snap-flask and bench molding. The charging floor and gallery have the usual narrow-gauge tracks and trucks, and material is taken to and from these floors by electric elevators. The average melting capacity of the present cupola is 12 to 14 tons per hour. Arrangements have also been made for another and larger cupola.

This new foundry has not only added to the Caldwell Company's line larger and heavier work than has hitherto been possible, but has enabled them to give their customers a service more prompt and satisfactory in all lines. The installation, some time ago, of a Niles Boring and Turning Mill, capable of finishing castings as large as 20-foot diameter and 8-foot face, also enables the H. W. Caldwell & Son Company to furnish heavy castings finished as well as in the rough.

The engineer and architect who designed the new foundry is W. L. Stebbings of Chicago. The equipment was furnished by a number of well-known firms, including the P. H. & F. M. Root Company of Connersville, Ind., who supplied the blowers.

[For the "American Elevator and Grain Trade."]

CORN AND HAY IN AUSTRIA-HUNGARY.

BY FELIX J. KOCH, A. R.

Hungary, with its vast plains of grain, is remarkable for the comparatively primitive methods employed and the neglected chances seeming to exist for the introduction of modern agricultural machinery of every sort. For miles and miles, as one



A FAMILY OF HUNGARIAN PEASANT FARMERS.

rides toward Budapest, the capital, only the corn with the pumpkins, or the fields shorn of their grain, are visible. Here and there the peasants are at work, coming from the distant villages in groups, early in the morning, and then setting to work with their little hand sickles. But for these, the miles of corn, often laid flat by the rain, and the alfalfa, and the fields divided off by interminable hedges, would make the region seem a transplanted bit of Kansas. Here and there a second crop of clover will be visible, while again, at other places, separated from this by the hedge of low Russian mulberry, the land is covered over with straw, which is employed as a fertilizer. Occasionally a clump of trees will mar the evenness of this grain country, or a line of river. If this latter be powerful enough, as is the case with the Danube at Gombor, it will be filled with floating water mills, each with its huge paddle-wheel at its side, equal in height to an American cottage.

In the great Bucksa corn district of Magyarodom, the seed is planted early, and the sea of corn through which the railway finds its way speaks for the magnitude of the crop. Corn blossoming, yellow and fully golden, one and all, is visible, and at intervals, queer Dutch windmills rise, showing where the grain is ground. Broom corn and fields of Hungarian grass, as well as meadows in which the thistles alone disturb the hay, are the variations in the scene. Even within a distance of sixty-seven miles of Budapest oxen are employed almost exclusively to do the plowing in these fields.

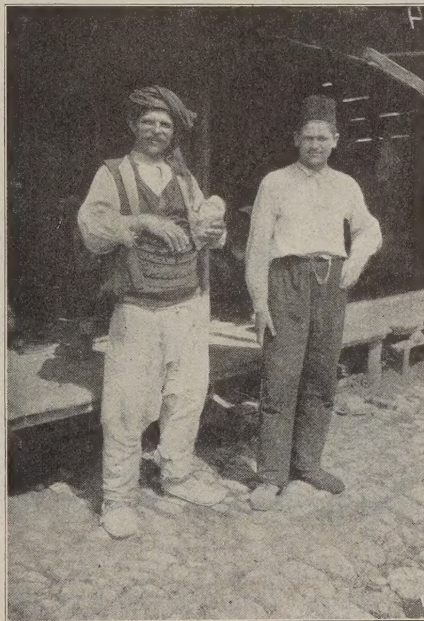
At Budapest, between the years 1892 and 1900, there was done a good trade in American harvesters, thrashers and reapers, as well as mowers, but latterly, according to Consul-General Chester, this has been declining. Last season, however, American straw had a great chance in Hungary, as in other years when the crop of Hungary and Roumania falls so low that the government forbids export of this article, an event not at all unusual, especially in Roumania.

To the north, in the vicinity of Kassa, in the Tatra Mountains, the corn is small in contrast and is planted exceedingly thick. Here it is quite the fashion to surround sections of the cornfield with sunflowers. Every home in this, as well as the region of the ice caves, has as a commonplace article of furniture a great chest in which grain is stored, and which usually finds its place in the hallway.

Toward the Serb frontier, in the farther east of Hungary, hops are cultivated extensively, and these are trained upon wires connected with what resemble telegraph poles, distributed liberally over the fields so that a hop plantation resembles some Michigan forest denuded by fire of all save the trunks of the trees.

In Bosnia, which less than thirty years ago was the Brigand-land of Europe, to-day corn is coming to be an important crop. In order to foster the grain trade in years of poor crops the government—which is that of the Austro-Hungarian military occupation—distributes seeds gratis to those who apply, a distribution unparalleled well-nigh in Europe, though so overdue with us as to be regarded almost in the light of a joke. A grass resembling the blue grass of Kentucky in its form, and yielding a yellow grain, which is cooked, or converted into a form of bread, is cultivated quite extensively in the vicinity of Banjaluka. In the cornfields thereabouts women still drive the plow, and women, likewise, are to be seen at the thrashing on the hard-tramped earth in the fence corner. In fact, a very current scene in Bosnia is that of a man and wife driving the horses 'round and 'round, while hundreds of crows fly about, attempting to steal the grain. Women stack the hay, likewise, and in curious fashion, surmounting the center-pole of a stack with an iron hoop, through which there is made to pass another two-pronged pole.

The Trappist monks of Bosnia are great millers of flour, and in their work attempt to teach the native peasantry the most modern methods



CHRISTIAN PEASANTS OF BOSNIA.

known to more northerly and central Europe. At Rjeka, in Bosnia, turbine mills have been established in the Jader, and with much success.

One of the picturesque features of the Grand Bazaar, at Sarajevo, the capital, are the booths of grain. All booths of a sort are clustered together here, and as a guild system is maintained, prices are the same throughout. The grain is placed in open bins, corn, beans and millet being the staples, while ropes of dried figs, and iron chains, are inevitable side lines of all grain stores. Donkeys go by, with huge loads of green hay. So large the packages that the little animals are often almost hidden beneath them.

At Mostar, the capital of the Herzegovina, now a district of Bosnia, the women haymakers wear bloomers of white, as do the men. Haystacks, as well as millet stacks, are usually fenced, and quite often these stand upon low stumps, as might the frame of some impossible Noah's ark, with four poles beneath to assist in supporting the mass above the reach of rodents.

Tithes are still the great mode of taxpaying in Herzegovina; and of all wheat raised the peasant is required to give one-tenth to the state—that or its value. In each district inspectors are maintained, who note and describe each grain field as it is growing, and notably in June, August and September, or before the harvests, record everything in the field. Then at the time of paying the taxes in each district, there is appointed a

commission, who fix the price of the commodities according to the crop, etc., for that district, and every field being listed, all must pay. Failure to make payment justifies the government in taking possession and forbidding its sale. If, then, there is still no payment made, the government sells the grain at forced sale, and hence at a sacrifice, turning over to the owner only what it brings over and above the amount of the tax.

Among the salt-workers of Capodistria, polenta, or a mush of Turkish maize meal, and a little rice, constitute almost the entire diet.

At Rovigno, the national tobacco factory consumes large quantities of high-class hollow straw, which is used as center filler for the "Virginia cigar," the straw being drawn out by the smoker, and thus forming a tube in the center of his cigar.

At Zara, the capital of Dalmatia, on the east shore of the Adriatic, there is a separate square reserved for the sale of grain, and here the peasants meet to weigh out their products, selling it by the hand scale's showing, as folk did in Palestine twenty centuries ago.

At Erizzio, the Albanian village near by, the haystacks are in height what their Rouman kin are in length, rising up to several times the height of the low Albanese dwellings, and all the stacks of a village side by side, as precaution against incendiarism. Thrashing floors in the pastures, among these people, are usually surrounded by a low wall; perhaps that no grain may escape, since corn brings \$3.20 the meter-centner (220 pounds) on the market at Zara. In the windy back country at Trau, the haycocks are held in form by means of ropes from the top pole, extending over the sides to rocks at the base.

In the very primitive homes of the Canali Valley, the family's bench at the table is in reality a chest, filled with the choicest grain, for the daily supply of the larder. Here, and as far south as Cattaro, the bottom of Austria, at Christmas time, a log is strewn with grain, wine and oil, as sort of libation, in hope of future blessings of good crops. In the high mountain uplands of Montenegro, small but fertile corn and wheat fields are encountered.

Prof. P. G. Holden of Ames says that more than 500 samples of seed corn, representing every section of the state, have been received at the experiment station at Ames and given a thorough



HAY MAKERS AT MOSTAR, HERZEGOVINA.

germination test. Of the 500 samples there were, on an average, 26 kernels out of every 100 that refused to grow and 15 that were weak and unfit to plant, leaving only 59 that were strong and vigorous. He adds: "The seed corn throughout Iowa is in a much more serious condition than is generally supposed. I wish to urge strongly the importance of making a careful germination test of six kernels from every ear of corn intended for planting this spring. This will enable us to discard the worthless ears and those showing weak germination, which are largely responsible for the missing hills, one-stalk hills and for the weak stalks producing little or nothing."

ANNUAL MEETING OF GRAIN DEALERS' UNION.

The Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri held its annual meeting at Red Oak, Iowa, on March 28. Two sessions were held, and the proceedings were most informal, the gathering being literally one of old neighbors and friends, who "swopped" yarns and talked "crops," and between times listened to the business suggestions of St. Louis commission men, a few of the brightest of whom were present.

The election of officers was held at the close of the meeting, and the following will serve for the coming year:

D. Hunter, Hamburg, president.

W. F. Johnson, Fontanelle, vice-president.

George A. Stibbens, secretary and treasurer.

The entire governing committee was re-elected, consisting of D. N. Dunlap, Fontanelle, Iowa; James Gault, Creston, Iowa; A. Humeston, Humeston, Iowa; J. W. Shambaugh, Clarinda, Iowa; H. F. Leet, Maryville, Mo.; W. W. Pollock, Mexico, Mo.; John H. Wayland, Salisbury, Mo.

The following were in attendance: D. Hunter, Hamburg, Iowa; J. L. Wright, St. Louis; Wm. McMahon, Shenandoah, Iowa; T. J. Young, Macedonia, Iowa; H. F. Ketchum, St. Louis; W. B. Allen, Conway, Iowa; Geo. H. Lyons, Omaha; G. M. Gwynn, Essex, Iowa; Eric Picker, St. Louis; J. W. Shambaugh, Clarinda, Iowa; A. B. Judson, Balfour, Iowa; C. H. Davis, Omaha; W. H. Eaton, Emerson, Iowa; E. W. Hutchinson, Anderson, Iowa; R. J. Edmonds, McPherson, Iowa; P. Kilmartin, Malvern, Iowa; T. C. Scroggs, Burlington, Iowa; Jas. Gault, Creston, Iowa; H. E. Gray, Kent, Iowa; M. Hennessy, Orient, Iowa; David Gault, Creston, Iowa; S. White, Orient, Iowa; Jos. Norton, Creston, Iowa; H. G. Abrahams, Prescott, Iowa; W. F. Johnson, Fontanelle, Iowa; C. A. McCarthy, Prescott, Iowa; George A. Stibbens, Red Oak, Iowa; John E. Bacon, Chicago.

President Hunter called the afternoon session to order in the assembly room of Hotel Johnson at 3 o'clock, and made a short address of welcome, after which Secretary George A. Stibbens read his annual report as follows:

We have convened for the purpose of participating in our tenth annual convention, and if for any reason some of you are dissatisfied with present conditions, would it not be well for each one to ask himself the question, have I done my duty as a member? It should take no persuasion on the part of the officers of this organization to bring about harmony and fair dealing, for a large majority of you have been identified with this association for years and should realize what your duties are without being reminded of the fact that your methods are not always for the betterment of the trade.

This is the oldest grain organization west of the Mississippi River, and has played a very prominent part in the organization of other Western associations, and I am firmly of the opinion that had it not been for the great struggle we made for existence we would have to-day an unorganized grain trade in the West.

Arbitration.—The grain trade is being educated to arbitrate differences, because it has been demonstrated that it is very much less expensive than resorting to the courts. Besides, men who are familiar with the customs of the trade are more competent to adjust differences than a judge or jury. Our committee has had but one case during the past year. It is now under consideration and a decision will soon be rendered.

Terminal Weights.—Weights in some of the terminal markets continue to be unsatisfactory, and will be until sufficient pressure is brought to bear upon them to make the needed reforms. The custom of dockage in some markets has prevailed for many years, because railroad and warehouse commissions in certain states have ruled that it was permissible for elevators to take 100 pounds from each and every car, although there is no law to be found among the statutes of these different states conveying legal authority to the railroad and warehouse commissions for such ruling.

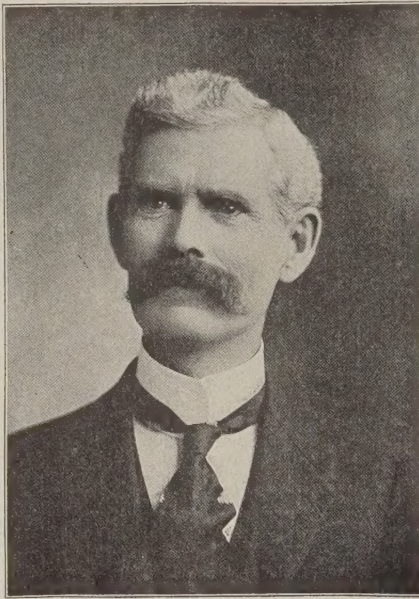
The governor of a state, who has the authority to appoint a railroad commission, should have a conception of the law so just and broad that he would not allow his appointees to take absolutely and give away annually thousands of bushels of grain belonging to country shippers. In states where these commissioners are elected by the people, a

public sentiment should be created so strong that it would make it very uncomfortable for public officials to violate the obligations resting upon them.

I believe I am safe in making the assertion that any dealer can bring suit against an elevator operator and collect for all dockage taken by him. The principle is wrong and unfair, and should not be tolerated by the grain trade; but as long as our silence permits it it will continue.

Weight Certificates.—Shippers should demand weight certificates with every account of sales; then they will know exactly who supervised their weights. There are instances where receivers advertise that they have certain supervision of weights, but send out their own private certificates, which should be refused by all of you. It is quite important for you to have your weight certificates noting condition of car on arrival, as this is the only evidence you can secure for the purpose of making claims for shortage.

It is impossible for you to get a seal record of any car after it has arrived at a terminal market, and it is also impossible for you to procure evidence that your car has met with a mishap in transit, although it may have been placed on a repair track for repairs before it was delivered to the elevator or connecting line, for the purpose of obliter-



D. HUNTER, HAMBURG, IA.,
President of the Grain Dealers' Union.

ating the defects of the car. Therefore, if you do not insist on your rights at the other end, you will never get them.

Uniform Bill of Lading.—There is still an effort on the part of the railroads east of the Mississippi River to enforce the uniform bill of lading, and if it is adopted it will not be negotiable; and if the shipper decides to use the published tariff rate, it relieves the railroads of their common law liability; but if the shipper elects that he desires the railroad to assume the common law liability, he then must pay an additional freight charge of twenty per cent. In addition to this the shipper must sign the bill of lading; then it becomes a special contract; and the U. S. Supreme Court has decided that the railroads can eliminate their common law liability by special contract. I call your attention to this so-called uniform bill of lading, because if it is adopted in Eastern territory it will only be a short time until it will come into use in this section.

I believe in a uniform bill of lading, but only one that would be equally just to the shippers, as well as the railroads. The serious objections to this bill of lading is, first, it is not negotiable; second, if the shipper uses the published tariff rate, he must assume his own risk or pay a twenty per cent increase if the railroad assumes the risk; and it has been shown by evidence and reliable data that in no instance has the amount of claims paid by the railroads amounted to one per cent of the freight charges.

Membership.—During the year we have taken in eight new members and have at this time 96 in good standing, which shows a loss of 19 according to our last report, but these have been mostly in the state of Missouri.

In conclusion, I desire to thank the members of the Union for their support in the past ten years, and trust that each and every one of you will use your influence to bring about harmonious conditions.

The secretary's financial statement showed re-

ceipts for year ending March 28, 1906, \$1,286.30, and disbursements of \$1,222.81, leaving a balance on hand of \$63.49.

President Hunter asked if any members present had kept a record of the cars they had ordered during December, and of number not received; also, if they had kept a record of how much grain they had sold before December that they could not ship owing to shortage of cars.

Mr. Gault: We were short three cars.

Mr. Johnson: In our territory we were unable to get cars. After the first of the year, when a higher freight rate went into effect, it resulted in quite a loss. I think there were many dealers in our territory who could not get the cars ordered.

Mr. Hunter: In the future, when you order cars, do it in writing and keep a carbon copy of the order on file. If the roads do not furnish the cars, then the shipper can get damages. I do not believe that there is a shipper here who kept a record of the cars he ordered.

Mr. Gault said that the car service had been so poor that it would have been impossible to do any business even if they had had the grain.

Mr. Edmonds said his experience in getting cars had been very unsatisfactory.

Mr. Davis said that two cars had been taken from his elevator the last of December in spite of his protest and sent on to Nebraska.

Mr. David Gault: There is another phase of this question. When our elevators become filled with grain and we are unable to ship it out on account of lack of cars, it occasions loss to our business. It occurs, also, quite frequently, that we sell grain to go South to points off the "Q" system. The road then obliges us to wait until they get a foreign car that belongs in that territory before supplying us.

Mr. Scroggs of the "Q" said that railroads in general would not allow their cars to leave their own rails in time of car shortage, so that the "Burlington" felt obliged to conform to this rule.

Secretary Stibbens referred to a legal opinion which he had had prepared on this question by a Red Oak attorney, as follows:

Concerning the liability of a railroad company transporting grain from one point to another in this state for failure to furnish cars to shippers, would say:

You stated to me that in the month of December, 1905, certain regular shippers of grain at points in this state had ordered from the railroad company cars for the shipment of same, but had been unable to secure the cars until after January 1, 1906, at which time the price of grain had been lowered and transportation rates had been raised; that upon a certain day in December, 1905, this railroad ordered and sent all empty grain cars along its lines and branches to the state of Nebraska.

Section 2116 of the code of Iowa provides that "Every railway corporation shall, when within its power to do so, and upon reasonable notice, furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight, and receive and transport such freight with all reasonable dispatch and provide and keep suitable facilities for the receiving and handling thereof at any depot on the line of its road; and shall also receive and transport, in like manner, the empty or loaded cars furnished by any connecting road, to be delivered at any station or stations on the line of its road, to be loaded, discharged or reloaded and returned to the road so connecting; and for compensation it shall not demand or receive any greater sum than is accepted by it from any other connecting railroad for a similar service."

In addition to this, the rule laid down by the courts generally is that railroad companies are bound to have all reasonable and necessary facilities and cars for conducting and carrying on in a prompt, skilful and careful manner the transportation business, and for transporting without unreasonable delay the usual and ordinary quantity of freight offered them for transportation at a given point or which may be reasonably or ordinarily expected at such point. However, they are not bound to be prepared for unusual or extraordinary emergencies.

Further, the courts generally hold that if the shipper has goods to transport and gives the railroad reasonable notice of his desire for cars and the railroad fails to furnish the same, the burden

is upon it to show good cause and reason for failure to furnish the cars requested. Its desire to hold back shipments until a higher schedule of rates became effective would not be a valid excuse. (See Chicago, St. Louis & P. R. Co. vs. Walcott, 39 Northeastern Rep. 451; Michigan Cent. R. Co. vs. Burrows, 33 Mich. 6; Railroad Co. vs. Racer, 31 Northeastern Rep. 853; Railroad Co. vs. Morton, 61 Ind. 539.)

In case a railroad company wilfully, and without further reason than to secure the benefit of a coming advance in freight rates, places itself in such situation that it cannot furnish shippers along its route, who have given it reasonable notice, with cars ordinarily and usually needed and required, it should be liable to such shippers who have been unable to transport their goods in such damages as they have suffered as the direct result of such failure; and if such failure to furnish cars is the result of the negligence of the company in failing to provide itself with sufficient cars to care for the usual and ordinary amount of grain to be shipped from a given point, the shipper, who has grain to ship and who after reasonable notice to the company fails to get cars, has a rightful claim for damages against the company, provided the company is unable to show that some unusual or extraordinary contingency has arisen, which prevented it from furnishing the cars.

It is the extent of such business ordinarily done at a particular station which properly measures the carrier's obligation to furnish such cars. A railway should not be required to keep a large number of cars in readiness for a station from which a small amount of grain is ordinarily shipped, but should regulate its transportation facilities by the usual requirements of each station, and the railroad cannot discriminate in favor of the business of one station to the prejudice and injury of the business of another station of equal importance.

Should a shipper, free from blame himself, suffer damages through the negligence or wilful wrong of the railroad in any of the above ways, the amount he ought to recover should include the expense of keeping his grain from the time the railroad should have furnished his cars until he is able to secure proper transportation, the shrinkage and depreciation of price in the meantime, and in estimating the depreciation of price it would probably be necessary to take into consideration any change of rates in transportation which occurred during the default of the railroad company, as such change would doubtless affect the price to be received by the shipper.

The railroad cannot be held liable for every failure to furnish transportation facilities. It is only in case the company violates some obligation to the bona fide shipper, such as above enumerated; but upon the facts stated by you, and as above set forth, such persons who actually had grain for shipment in December and had given the company reasonable notice to furnish them cars, before they were sent to Nebraska, and have suffered loss by the company's default, have a right of action against the company, unless it should be shown that some unusual or extraordinary contingency arose, preventing the company from furnishing such transportation.

Secretary Stibbens read a letter from the C. H. Albers Commission Co. of St. Louis, stating that the rule abolishing the \$2 reconsigning charge in that market would be effective April 1.

Mr. Stibbens read the following letter from F. Einstman Jr., chief grain inspector at East St. Louis, on improvements in the inspection department now obtaining:

I have recently been appointed Illinois chief grain inspector at East St. Louis, Ill., by Gov. Deneen, and in conference with the governor he suggested a plan to which I heartily agree, and which I submit to you for your approval. Gov. Deneen's idea is that co-operation will do more than any one thing to bring about good inspection and satisfactory results to the shipper. The governor and myself, as chief grain inspectors, are determined to bring the East St. Louis inspection department up to the high standard where it belongs and to restore the confidence that once existed between the shipper and the buyer, so that you will feel, when shipping any grain to the East St. Louis market, that you will get the grade your grain is entitled to, and that when you are buying grain in this market you will get the grade you buy. I am determined in this matter, and with your help and co-operation we can bring about these results.

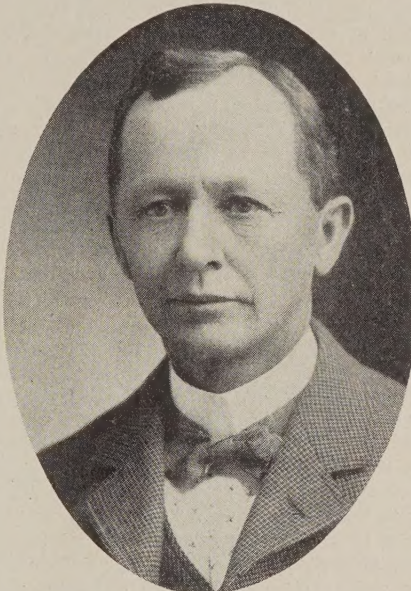
I have had printed a form which can be filled out by the shipper and mailed direct to me [when he ships a car]. I can then watch for the car, and, if the inspection is different from the judgment of the shipper, I will at least be in a position to see that it receives correct inspection and

weight, according to the rules as laid down by the Illinois Railroad and Warehouse Commission of the state of Illinois. I would not expect the shipper to send the number of every car loaded, but when he has loaded line grain, or grain to apply on contract, it would be to his advantage to send this information.

I wish further to urge you to communicate with me by wire or letter when you have any unsatisfactory inspection or weights, and I will have your grain reinspected and your weights reviewed without any cost to you. The shipper in the past has generally made his complaint to the consignee and in most cases the grain has been unloaded and the identity of it lost before the inspection department was advised. It is for this reason I think this plan a good one.

This department is entirely separate from the St. Louis inspection department, and I would suggest that you insist on East St. Louis inspection and weights.

At the evening session, Mr. Johnson for the arbitration committee reported the decision regarding the case of Ricker & Beardsley of St. Louis vs. Talbott Grain Co. of Osceola, Iowa. The point at issue related to the inspection of a car of seed



GEO. A. STIBBENS, RED OAK, IA.
Secretary-Treasurer Grain Dealers' Union.

bought by the St. Louis house and which was found by the St. Louis seed inspector to be not up to sample purchased. The arbitration committee decided that they could not go into the merits of the case beyond the decision of the seed inspector, and that his ruling should be considered final.

NEW TANK ELEVATOR AT NEW ORLEANS.

The New Orleans Terminal Company on March 30 closed a contract with James Stewart & Co., Chicago, for the erection of a concrete working house and series of steel storage tanks to give a total grain storage capacity of 1,500,000 bushels, of which the working house will have storage room for only 150,000 bushels.

The elevator will be constructed alongside the slip which is now under construction at Chalmette. A conveyor with the necessary machinery will run along either side of the slip from the elevator, so that ships lying along both sides can be loaded with grain from the elevator at the same time. The steel tanks will be set fourteen feet above the ground on concrete pillars. The train sheds will give rooms for unloading thirty-two loaded cars at one time, and when unloaded they will leave the shed by gravity, thus lessening still further the danger from fire.

It is rumored that the new house will be leased to the J. Rosenbaum Grain Company.

Jute grain bags advanced at San Francisco on March 29 about \$1 per 100, bringing San Quentin stock up to \$6.50, which is about a dollar under the regular market.

H. R. 15846.

In order that the trade may more fully appreciate the significance of the bill before Congress bearing the above number, introduced by Hon. Chas. E. Townsend, and to which editorial attention was called in these columns in the March number, there should be some acquaintance with existing conditions, legally speaking, which affect order bills of lading. As with many other usages of interstate commerce in this country, there is at present no general, or federal, law bearing upon the subject; and differences arising in the course of business must be determined by the common law or, where there is statutory law in one or other or both of the states of which the litigants are citizens, to the statutes of those states; hence, the necessity for some general law that shall give uniformity to such documentary evidences of title to property as bills of lading. This is imperatively needed to protect bankers who make advances upon them as collateral or who are employed by shippers merely as collectors of drafts based upon order bills of lading. For recent action by the American Bankers' Association (a national organization), and by numerous state or district associations of bankers, has made it clear that without the protection asked for by the bill in question, these interests will cease to handle such paper at any price—a procedure which, necessary as it may appear from the bankers' point of view, would be an irreparable injury to consumer and trade.

Now an inquiry into the conditions governing order bills of lading reveals the fact that many states, through their legislatures, realizing the necessity of protecting those who make advances upon bills of lading, have passed statutes with this end in view. But there is, of course, no uniformity in these laws. The statutes of some states provide that bills of lading may be made negotiable by indorsement and delivery "in the same manner and to the same extent," or "with like effect," as bills of exchange; or that the bill may be made transferable by indorsement and delivery, and that the transferee shall be deemed the owner of the goods so far as to give validity to any lien, pledge or security. Some states exempt bills marked "non-negotiable" from these provisions; others prohibit the use of those words. In some states it is made a criminal offense to issue a fictitious bill of lading, or to deliver the property without taking up the bill.

These varying statutory provisions, designed to give negotiability to bills of lading and to safeguard to the owner of the bill the property represented thereby, combined with decisions of the courts validating customs of business under which bills of lading have been deemed to represent or carry title to the property, and holding carriers responsible in some cases where they have delivered the goods without taking up the bill, have been the only measure of protection thus far afforded to holders of bills of lading, says the Commercial West.

But the protection attempted by the statute law of the different states have proved inadequate for the protection of those who employ funds to facilitate interstate commerce. In the first place, probably 90 per cent of the bills of lading upon which advances are made represent goods which cross state lines, and it is a doubtful question whether state legislation annexing negotiable attributes to interstate bills of lading and enlarging the contractual liability of carriers thereon is constitutional. The constitution has conferred upon Congress the power to regulate interstate commerce. This power Congress does not share with the states, but holds exclusively; and wherever a state statute relating to bills of lading is to be construed as a regulation of interstate commerce, the question of constitutionality is involved.

Aside from the constitutionality of state legislation as applied to interstate bills of lading, another serious weakness in that system of protec-

tion is the lack of uniformity of such legislation and the further fact that the statute of any state can only have operation where the contract is governed by the law of that state. The general rule is that a bill of lading is governed by the law of the state where it is issued. Assuming that by law the document carries sufficient protection to the pledgee for value, there is nevertheless entailed delay, expense and a serious hindrance to business operations before the necessary knowledge can be ascertained and advances made in another state. Furthermore, it will be found on many points of bill of lading law and liability, the judicial law of the different states conflicts.

The proof of the inadequacy of state statutes and of the common law judicially expounded by state courts to protect legitimate business dealing in bills of lading will be found in the record of cases decided by the various state courts and in the numerous other cases where loss has been conceded or compromised without recourse to the law. These latter cases of loss can be proved beyond question, and amount to large sums.

Interstate shipments are now made upon two kinds of bills of lading, to wit, what are known as straight consignments, or straight bills, which are not deemed negotiable documents, and order bills, which by the law and by the contract on the bill give the holder by indorsement a right to delivery of the property upon surrender of the bill.

But many thousands of dollars have been lost to bona fide pledgees of what are termed spent bills; that is to say, order bills whereon the property has been delivered by the carrier to the legal holder without taking up the bill according to contract, which bill has thereupon been fraudulently negotiated for value to an innocent pledgee. Time and again the courts have held that when the property is delivered to the rightful owner without taking up the bill, notwithstanding the carrier has violated his contract, the functions of the bill have ceased, it is no longer of any validity and its subsequent transfer can confer no rights upon anyone. State statutes declaring bills of lading to be negotiable afford no protection in such cases, and the pledgee of a spent order bill is at the mercy of any dishonest owner who obtains his goods from the railroad without its surrender and then fraudulently pledges the bill.

Again, numerous and repeated losses have occurred where the holder of a straight bill, after delivery of the goods, without the carrier taking up the bill, which is not required in such cases, fraudulently writes in the words "order of," changing it into an apparent order bill, and negotiates it. Here, the pledgee, holding nothing but a forged document, obviously has no recourse upon anyone other than the forger; and yet the fraud is so easily accomplished that the risk of loss is only limited by the percentage of honesty among the holders of such documents. No protection now exists against this form of fraud, and the protection required is a uniform bill, safeguarded by a requirement that the words "order of" be printed thereon when the bill is issued.

Still other heavy losses have been incurred because of the careless way in which bills of lading are drawn; the greater proportion of interstate bills are so susceptible of alterations that fraud is made easy. A fraudulent alteration in the date, amount, or other material particular will provide an apparent security for what it purports; but the bona fide pledgee, who seeks to enforce it, will find himself beyond the protection of the law, for the rule of the common law is well established that a material alteration of a contract makes it void.

The regulation of bills of lading covering interstate shipments is essentially a matter for Congress. The uncertainty of state powers of control, the non-uniformity, conflict and limited application of state laws, and the demonstrated inadequacy of protection of holders of bills of lad-

ing by such laws, are reasons why Congress is the proper regulating body. The manner in which the proposed act seeks to remedy the existing difficulties is as follows:

In brief, the act provides a uniform bill with the words "order of" printed thereon, which will not be any more susceptible of alteration than a negotiable instrument for the payment of money. Such a form of bill will remove the danger of losses attendant upon the fraudulent change of "straight" to "order bills" by the fraudulent insertion of the word "order," after the goods have been delivered on a "straight" bill without taking up the bill. In the event of alteration, the law provides the same security to the holder as does the negotiable instruments law to the bona fide holder of an altered negotiable instrument, namely, the bill will remain good and enforceable according to its original tenor and will not be avoided completely.

The law provides that the bill "shall be negotiable by indorsement and delivery in the same manner as are negotiable instruments for the payment of money, and shall vest the full, complete and absolute title to the property therein described and all rights in respect to such property which are or may be contained in such bill of lading in every bona fide holder for value to whom such bill may be transferred, unaffected by equities," etc. This clause has been framed in view of the definition of negotiability provided by the Supreme Court of the United States in *Shaw vs. R. R. Co.*, 101 U. S. 557. By statute in some of the states, bills of lading are declared to be negotiable, not only in like manner but with like effect in all respects as bills of exchange. The Supreme Court of the United States in the *Shaw* case points out that strange, if not impossible, consequences would flow from making a bill of lading negotiable in all respects as a bill of exchange in view of the difference in function of the two instruments; for example, necessity of demand on a certain day and of notice of dishonor to hold an indorser. There is no necessity to make bills of lading negotiable in all respects as bills of exchange, in view of the difference in nature and function of the two documents; and the necessary protection to dealers in such instruments can be afforded without giving them such a strange, if not impossible, effect.

The proposed act of Congress provides that the bill of lading shall be negotiable "in the same manner," by indorsement and delivery, as negotiable instruments for the payment of money, and this, under the effect given these words by the Supreme Court of the United States in the *Shaw* case, makes the title transferable by indorsement and delivery. To this the proposed act adds that the transferee shall hold the absolute title to the property free from equities. This is as far as it is necessary to go without giving such instruments all the attributes of negotiable instruments for the payment of money which would create uncertain questions as to the liability of indorsers, the necessity and time of demand, notice of dishonor, etc.

It has been demonstrated by the decisions which have held that when goods are delivered upon a negotiable order bill without taking up the bill, the functions of the bill have ceased, and that the subsequent transfer of the spent bill can confer no rights upon the transferee, that it is not enough for protection to make a bill negotiable or transferable free from equities, but that, to protect the subsequent bona fide transferee of a spent bill, the bill should still be given a negotiable and title-conveying effect until it is taken up and canceled. Therefore section 2 of the proposed act requires the surrender and cancellation of a bill of lading when the goods are delivered, and further provides that "an outstanding, unsurrendered negotiable bill of lading shall continue to be negotiable, notwithstanding the property therein described has been delivered to the legal owner of such bill, so far as to vest in any subsequent bona fide holder without notice

the right to require from the carrier the full value of the property therein described." This provides necessary protection to the pledgee of a spent bill. It is the carrier's duty to take it up when he delivers the property; if the property is delivered without taking the bill up, the document is still negotiable or transferable so as to confer upon a subsequent bona fide pledgee a right to the value of the property thereby represented.

A further clause makes every negotiable bill of lading issued by a carrier, or by the agent of a carrier authorized to issue bills of lading, conclusive evidence in the hands of a bona fide holder for value as against the issuing carrier that the goods therein described have been received, notwithstanding there has been no delivery or only a partial delivery to such carrier of such goods. This protects the holder where a bill of lading has been issued through fraud, or by mistake, of a freight agent, without any goods back of it. The liability of the carrier in such case has been declared by the courts of some of the states, and has been denied by others, on the ground that the issue of the false bill is not within the scope of the agent's authority. It is submitted that the carrier should be liable for false bills issued by his agent, and such liability is necessary for the protection of those who make advances upon bills of lading.

A further clause makes the carrier liable where he issues a bill of lading to one who has no title to the goods, which bill has been negotiated to a holder for value. The act does not deprive the true owner of his property, but makes the carrier liable on the bill.

The proposed act provides that the insertion of any conditions of liability upon a bill of lading inconsistent with the provisions of the act shall be void; it requires carriers to issue negotiable bills of lading upon request, under penalty for refusal, and provides a uniform bill to which the provisions of the act apply. Under this act, the carrier is at liberty to print upon the back of the bill of lading any conditions of exemption from liability, not inconsistent with its provisions. The bill of lading is not negotiable in all respects as a bill of exchange which might bind the carrier to deliver goods even where destroyed by act of God or the public enemy. These are risks of the holder which are left as at common law and as provided by contract provision on the bill.

SHANAHAN RESIGNS.

John D. Shanahan of Buffalo, N. Y., on April 6 resigned his commission as member of the Wisconsin Grain Commission, which was accepted by Governor Davidson, who filled the vacancy by nominating Byron Kimball of Superior to be his successor.

Mr. Kimball has been secretary and chief weighmaster of the Commission since its organization last summer, and his petition for the appointment was endorsed by a large majority of the Buffalo grain dealers and millers who have hitherto supported Mr. Shanahan. Mr. Kimball was born and raised in Superior and is universally respected as an able and honest gentleman, who has both the ability and the disposition to continue the work of the Commission on the lines laid down by it during this, its first season.

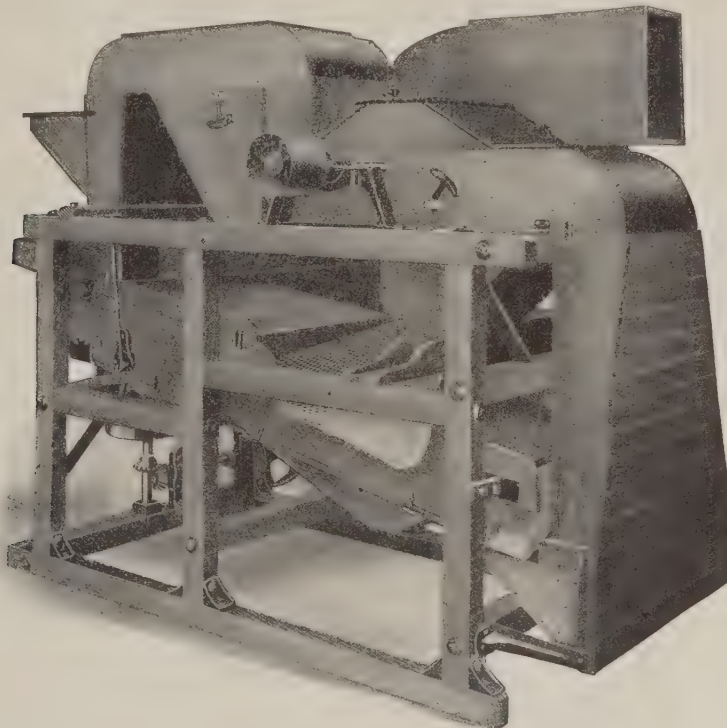
The policy of the Commission, it is only fair to say, was that outlined by Mr. Shanahan, the most practical man in that body, who knew what was needed to bring at least the out grain inspection at the head of the lakes up to the standard of respectability and also how to go about doing that thing. Under his direction the Commission has succeeded to a degree, in spite of the systematic opposition of railroads, the receivers, the Duluth Board of Trade and the Minnesota Railroad and Warehouse Commission, a combination that would readily have utterly smashed a less determined or less perfectly

equipped man. This opposition has been relentless, but Mr. Shanahan has been as firm, and in resigning does not "give up the ship." Feeling, however, that a quorum of the Commission should be on the ground at Superior at all times, he resigned in order to relieve the Commission of the embarrassment of his absence at critical moments.

BEALL ROTATING CORN AND OATS CLEANER.

The Beall Rotating Corn and Oats Cleaner is the embodiment of John Beall's experience for fifty years and is put on the market strictly on its merits. Its motion, to begin with, is that used by him for many years on cornmeal sieves. The shoe is suspended by means of wrought-iron rods. The head end is given motion by the

any corn which may tail over the scalping screen drops through upon the main screen and at the same time the cobs roll down the wide inclined screen and are discharged at one side. This saves a great deal of corn that is otherwise lost. From the scalping screen the grain falls upon the first main screen and then passes upon the second main screen, which is parallel with the first main screen. These two screens extend the full length of the machine. All foreign material which escapes the scalping screen and which is larger than the grain being cleaned tails over the end of the two main screens and is spouted off to one side of the machine. The grain falls through the main screens to the seed, or cockle, screens, which also extend the full length of the machine under the two main screens. After passing over the seed, or cockle, screens, the wheat falls into the wide air trunk where the strong air suction



BEALL ROTATING CORN AND OATS CLEANER.

upright crank shaft; the discharge ends runs between two roller guides. The upright crank shaft imparts a rotating motion to the shoe at the head end, and the roller guides cause the shoe to have a straight end shake at the discharge end. The balance wheel on the crank shaft insures smooth, easy running and the machine does not need bracing like other cleaners. It requires so little power it can be run with a two-inch belt, and by its peculiar character the motion of the screens gives a clean grain and keeps the screens clean.

As the grain enters, and also as it leaves the machine, it is spread across the entire width of the air trunks in a thin stream by means of a valve with an adjustable weight. When the machine is to be used exclusively on corn and oats the air trunk at the feed end is so constructed that silks, husks and other light material are drawn directly into the fan and discharged into the dust room or dust collector. In other words, the screenings tip and conveyor are omitted in order to avoid all danger of choke-ups. The heavier material from the air trunk at the discharge end is deposited in the screenings tip and from there into a conveyor which discharges it at either side of the machine desired.

The grain falls from the first air trunk upon a plain sheet-iron receiving shoe which spreads it out in a thin stream and passes it upon the entire width of the scalping screen at once, which is unusually long and extends half the length of the machine. All large, coarse, foreign materials tail over the end of the scalping shoe and are spouted off to one side of the machine. A wide inclined screen follows the scalping shoe so that

removes all light material from the grain. All cockle, sand, dirt, small stones and other material smaller than the grain being cleaned fall through the seed, or cockle, screens, into a spout or other receptacle underneath the machine.

This rather imperfect and certainly incomplete explanation of the mechanics of the machine will at least serve to give an idea of its possibilities. The capacities run from 300 to 3,000 bushels per hour. The general construction is heavy and strong and of the very best materials.

The manufacturers, the Beall Improvements Company, Decatur, Ill., will gladly send full information, and will also put in the machine for responsible parties on 30 days' trial and let its work speak for itself.

Judge McCall of the United States Circuit Court at Memphis on March 14 issued an order restraining two brokerage firms there from receiving the quotations of the New York Cotton Exchange. The decision upholds the New York Exchange's contention that the telegraph companies shall deliver quotations to only those subscribers sanctioned by the Exchange.

The recent tariff issued by the C. B. & Q. R. R. Co., canceling reconsigning charges, effective Monday, April 2, means that no charge for switching for reconsignment at Chicago will be made on any grain, whether billed to Chicago, local or through billed—all the roads having conceded the request of the transportation department here for the elimination of this extra charge.—Pope & Eckhardt Co.

[For the "American Elevator and Grain Trade."]

THE WITHDRAWAL OF THE RE-CONSIGNMENT CHARGE AT ST. LOUIS.

BY L. C. BREED.

There is great rejoicing on the part of grain commission men over the withdrawal of the reconsigning charge on the part of the railroads; and, as they have advised their shippers of this fact, there will be even more satisfaction felt in the country, as the shipper "paid the freight."

For over a year, the transportation committee of the Merchants' Exchange have fought valiantly for the abatement of this charge. After some months of agitation, they succeeded in interesting the State Board of Railroad Commissioners in the matter; and when a decision was handed down by the attorney-general that the charge was illegal, the railroads were ordered to cease collecting it. No attention, however, was paid by the railroads to the order, except that it was given out that they intended to contest the matter in the courts. The grain trade continued to pay the charge under protest, pending the settlement of the controversy.

All this friction between the Exchange men and the railroad officials, and the dissatisfaction of the country shipper, coupled with the prospect of a legal war between the state and the railroads, now, happily, is removed.

In view of the fact that there had been several conferences between the transportation committee and representatives of the various railroads, it would seem that the controversy ought to have been disposed of long ago, especially as it was shown that there was really no warrant for the fixing of the charge. The transportation committee contended that a freight rate calling for delivery at St. Louis did not justify making it at a point miles west of the business district, which section was selected by the railroads because land was cheaper there and their enormous business required a great deal of yard room. The railroads rejoined that if freight was originally billed for a certain delivery, there would be no reconsigning charge. To this position of the railroads, commission men pointed out that the bulk of the consignments were sold after, and not before, original shipment. Technically, the railroads may have been right in their contention, but it was poor policy for them to stand out against a plea for an equitable construction of the freight rate on which commodities were shipped to St. Louis.

The result of the matter is a victory for the transportation committee, which, by the way, is composed of some of the ablest men of the Exchange. These gentlemen have devoted a part of each week for over a year on this and other matters directly identified with the promotion of the interests of the business of the city, in all that pertains to transportation, and this is only one of the important concessions or reforms which the committee have been instrumental in securing. As an object lesson of the advantage to an exchange and the city to which it belongs, of a well-appointed committee of alert business men, thoroughly interested and working for practical results, the transportation committee of the Merchants' Exchange is valuable, and, in passing, it is proper to state that its labors are thoroughly appreciated by their fellow members.

California is and has been a liberal buyer of Washington and Oregon wheat through Portland, and in March, Kerr, Gifford & Co. were getting ready to place two or three more steamers in the service. It was estimated on March 15 that fully two-thirds of the old grain crop then remaining in Portland territory would be either exported or sent down the coast, the other third being required for home consumption. Of the amount which can be spared for shipment it is said the major portion of it will be disposed of to California buyers.

COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

THE PROBLEM ANSWERED.

[In the March number of the "American Elevator and Grain Trade" the following statement of an existing case of disputed terms of a trading contract was submitted by the Bennett Commission Company of Topeka, Kan., for opinions of the trade:

On the 17th of a given month, a Mr. Seller telegraphed to a Mr. Buyer as follows: "Can you handle two cars cane seed, \$1.50 delivered; shipped Santa Fe? Answer by telegraph immediately."

Buyer at once replied: "No. Buying much cheaper. Offer \$1.45 sacked; \$1.38 bulk, subject to your immediate telegraph acceptance."

Seller promptly accepted by wire, saying: "Accept your offer two cars cane seed. Where bill it?" And followed this by immediate confirmation by mail.

The reader will please note that, in none of these telegrams was anything said by either party as to time of shipment, so that under the general custom and the national trade rules, "where no time is specified, it shall be understood to mean ten days' shipment."

The next day, about twenty-four hours after the buyer's offer was accepted, and in response to seller's inquiry: "Where bill it?" buyer wired seller as follows: "Skeptic (translated, ship immediately) one car to —, sacked; other to —, sacked or bulk." On receipt of which cars were ordered; and on the ninth day of the contract (which buyer's telegrams indicate he supposed to be the tenth) buyer telegraphed seller, canceling contract, to which seller makes answer that time has now expired. Buyer then comes back, claiming that his use of the word "Skeptic," although not used until next day after the deal was made, entitled him to restrict seller to "immediate shipment."

We desire to ask, can one party to a contract bind the other, at a subsequent date, to restrictions or conditions not provided in the original contract, and of which the second party had no knowledge at the time the contract was made? In this case, the seller could not have made technical "immediate shipment;" hence, could not and therefore would not have agreed to it had such stipulations been mentioned in buyer's offer. Can he, therefore, be subsequently bound to restrictions which he could not have originally agreed to nor fulfilled had he known of them at time original contract was made?

Furthermore, if buyer had been sincere in his position, why did he not send his cancellation telegram at the expiration of his alleged "immediate shipment" limit, while the market was steady and seller could have sold without material loss, instead of waiting until what he had erroneously figured as the tenth day, at which time the market was several cents lower?

The seed was shipped on the tenth day, according to national trade rules. Can buyer be held liable for the loss that resulted?

The following opinions have been kindly submitted by the readers.—Ed.]

I.

Geo. A. Stibbens, Red Oak, Iowa: The proposition as stated by the Bennett Commission Company is very simple, and allows only one construction, and that is this: In the absence of any stipulated time, the seller would be entitled to ten days' time for shipment, according to all trade rules and trade customs.

II.

F. Mayer of J. F. Zahm & Co., receivers, Toledo, Ohio: Our opinion is that the seller is in the right. He had no means of knowing that the bid made him was for immediate shipment and, where no time was set, had every reason to believe that if the shipment were made within 10 days it would be perfectly satisfactory. If the buyer had made his bid for immediate shipment, or had even mentioned that that was part of the contract when he confirmed the transaction, it would have been different; but he said nothing, although on the following day, in giving shipping directions, he used a cipher word—immediate shipment; but no one

would have supposed that that had anything to do with the time in which the contract was to be filled. We believe the buyer should and can be made to pay loss if any.

III.

Tyng, Hall & Co., receivers, Peoria, Ill.: There is no question in our mind that when property is sold for shipment without any specification as to time of shipment prompt shipment is universally understood. When property is sold for any special shipment, no change in the time of such shipment can be made by either party of the contract without the consent of the other. We cannot see therefore in this case where the buyer had any right to cancel the purchase, provided shipment was made within the ten days called for by terms of original contract, same being for prompt shipment.

IV.

Arthur R. Sawers, grain merchant, Chicago: Regarding the trade on cane seed referred to by the Bennett Commission Co., I have gone over the statement very carefully and see that Mr. Seller requested a bid on two carloads of seed "shipped" Santa Fe. Mr. Buyer on the same day made a counter bid, which was accepted by wire same day, with request to wire where to bill. If I had received this correspondence I would understand that the two carloads of seed had already been shipped and were in transit, and that they wanted the shipping instructions so as to correct billing. Undoubtedly there are further details that the statement does not mention; and the time on the three telegrams above mentioned would also be quite a factor; also the time on the telegram referred to as received by Mr. Seller next day. This looks to me like a case for the G. D. N. A. arbitration committee, which is thoroughly capable of deciding the question intelligently, after getting all the evidence on both sides.

V.

F. S. Rutherford, with Daniel P. Byrne & Co., St. Louis: Responding to the request of the Bennett Commission Company for opinions on the transaction in cane seed, I will say:

It appears that in none of the telegrams passing between the buyer and seller of the two cars of cane seed was the time of shipment specified. In the absence of such specification, both parties to the transaction were bound by the rules of the Grain Dealers' National Association to construe the time of shipment to be ten days. The seller would have no right to claim fifteen or twenty days, nor the buyer less than ten days.

There is nothing said in the statement of the case to indicate that the buyer, on day of purchase, mailed the seller a letter of confirmation, or if he did, any letter of confirmation that might have been mailed by the buyer did not specify "immediate shipment." The failure of the buyer to specify, in his telegram making his bid, "immediate shipment," and his failure to send the seller a mail confirmation specifying "immediate shipment," indicate clearly that the seller was entitled to ten days' time for shipment.

The seller, it appears, followed his telegraphic acceptance of the buyer's bid by mail confirmation; and the statement of the case submitted does not indicate that his letter of confirmation specified time of shipment, and so would not be entitled to more than ten days' time in which to make the shipment.

The fact that the seller in his telegram of acceptance asked the buyer for billing directions does not signify his understanding of the time of shipment to be "immediate," but rather that he sought this information that he might know what kind of cars to order for loading; for it appears that upon receipt of the buyer's telegram giving billing directions (about twenty-four hours after the trade had been made), he ordered the cars in which to ship the cane seed. Owing to the universal scarcity of cars for several years, it has been necessary for shippers to order empties considerably ahead of contemplated time of shipment.

The fact that the buyer, about twenty-four hours after purchasing the cane seed, wired the seller to "ship immediately" could not compel the seller to do so. The trade had already been made basis ten days' shipment, and the buyer, while privileged to make such a request for his own convenience, could not compel the seller to accept such amendment to the contract.

Had the buyer tried to cancel the contract upon expiration of "immediate shipment" period, he would have indicated some semblance of an understanding that the cane seed was bought for "immediate shipment," but it would not have given him the right to cancel. He had no more right to cancel the contract prior to the expiration of the ten days' shipment period than the seller would have had to claim fifteen or twenty days' time in which to ship the cane seed. The buyer had no more right to enforce an amendment to the contract regarding time of shipment than the seller would have had to amend it by increasing the sale price.

VI.

The Bassett Grain Co., receivers, Indianapolis, Ind.: Our verdict is a duplicate of the old Scotch one, to the effect that Mr. Buyer is "guilty, but not proven." In other words, we are compelled to give verdict to the buyer against our will and wish because he is technically right. Mr. Seller, to use a legal phrase, "Slept on his rights," when he did not wire Mr. Buyer immediately that he could only confirm in the ordinary way or for prompt or 10 days' shipment. It is possible, as Mr. Seller suggests, and it may even be true, as he charges, that Mr. Buyer put in new and unwarranted terms when he wired the shipping to Mr. Seller, but it became Mr. Seller's duty immediately to wire his refusal to accede to any new terms, in which case he could undoubtedly have held Mr. Buyer to the original tacit understanding of 10 days' shipment in the absence of a stipulated one. If we were the jury and the court of final resort in this case, we would give Mr. Buyer a lecture for his apparent effort to take advantage of a contract by imposing new terms, and yet since Mr. Seller did not protect himself in the manner indicated, we would be compelled to award the verdict to Mr. Buyer.

This is a fair instance of the most numerous cause for disputes among grain people, namely, the lack of proper and thorough understanding at the time a trade is made; but down in this neck of the wood, where the only cane we raise is with shippers of grain, we feel more competent to sit on a seed case where the questions involved are so similar to those which arise almost daily among ourselves and which we can only avoid by having a positive and thorough understanding at the time trade is made.

NEW OHIO RAILROAD LAW.

Editor American Elevator and Grain Trade:—I enclose you herewith copy of our railroad commission bill, which we succeeded in getting through the General Assembly just before it adjourned. There were some amendments, but none that weakened the bill. The most important changes are as follows:

Section 1, paragraph h, is amended by adding a provision authorizing the Commission to appoint inspectors who will have the right to inspect freight in cars or warehouses of transportation companies, and also the right to inspect waybills, bills of lading, etc.

The object of this amendment is to assist the railroads in detecting fraud on the part of shippers in falsely billing a high-class commodity as of a low class, and other abuses of that character, which have become very troublesome.

Section 2 (defining the term "railroad") exempts sleeping car companies, and in paragraph a of Sec. 2 the words "sleeping car companies" were erased. It was found that sleeping car companies are not common carriers, and under the provisions of the law we can get at them through the railroads who handle their cars.

Section 23 is omitted entirely and is substi-

tuted by practically the interstate commerce law bearing on the same subject. [A railroad guilty of prejudice, etc., would be declared unlawful.]

Section 38, repealing certain other laws, was amended so as to protect beyond any question whatever the new 2-cent passenger fare in Ohio.

We presume that owing to the serious illness of the governor the appointment of the Commission will be delayed until about the first of June.

This Association [the Ohio Shippers' Association] is going to insist on the appointment of men well qualified for the office, and we believe that we will be able to carry out our wishes in this respect.

Yours truly, J. W. McCORD.
Columbus.

[Some mention of this new law is made in another column of this number.]

SOME NORTH DAKOTA ITEMS.

Editor American Elevator and Grain Trade:—A. A. Robinson, president of the A. A. Robinson Elevator Co. of Minot, N. D., recently sprained his leg and was confined to the house for a week.

The A. A. Robinson Company, who have sold their lumber yard at Gronna, N. D., to the National Elevator Co., are figuring on remodeling the elevators at Minot and Surry, N. D., purchased of F. W. Roach, and on building an annex to the house at Surry.

The farmers in the neighborhood of Minot have been called to take part in several meetings during the past few weeks, the object of the promoters being to start a farmers' company to buy grain. But as the Minot market has been a good one in the past, the thinking farmers do not seem to be at all interested in the matter.

Yours truly, A. H. B.
Minot, N. D.

ASSOCIATIONS MIGHT BE MORE USEFUL.

Editor American Elevator and Grain Trade:—I have received copies of your paper and have read them with interest. I especially like what seems to be a disposition on the part of the editor to attack vigorously what he believes to be wrong. What we need in the grain business to-day is more independence of thought and more thinking by shippers. The complacent, go-easy spirit which has prevailed throughout the various associations is indicative of nothing good, especially when shippers are the victims of such gross injustice as prevails at this time. "Harmony" is a good thing in one sense, but when purchased at the cost of slavish submission, it is a very undesirable thing to have.

I have recently written several articles to two grain papers calling attention to the defects of our trade organizations and their inability to promote the reforms we most need, so long as we are not more thoroughly united. I also advocated some systematic method of marketing grain as the most important question for us to consider. I do not know your environments and alignments, but it is my purpose to write an article soon, the salient features of which will be to declare the present grain associations incompetent to deal with the subjects which should be considered; that no organization can be "worth a fig" unless complete in itself, having only divisions of the same association; that commission men, receivers, brokers, etc., should not be allowed to become members of it. The article will be along different lines from any you have published, but being in the elevator business myself, I am sure I would not hazard my own best interests by advocating measures I believe to be injurious. There should be the utmost freedom of thought among shippers and as free expression, and if the associations, as they are to-day, won't stand the fire, let them give way to one that will.

The views I hold will prove popular, and will make friends rather than loose them. The suppression of the opinions of grain shippers by the grain papers' refusing to publish them will only result in methods which would be considered more

heroic. I am willing to "sink or swim" by the declarations I propose to make, and if they are impractical and ridiculous, I alone will be the sufferer.

Yours very truly,
Millersville, Ill. BEN A. NEAL.

SEEDING IN THE NORTHWEST.

Editor American Elevator and Grain Trade:—Everything is favorable for seeding through Minnesota and the two Dakotas, and where the soil is sufficiently dry, work is under way. Our reports show that seeding will be general this week throughout the three states, if the weather continues to be favorable.

The amount of plowing done last fall is estimated to be larger than usual, except in the Red River Valley, where the land was so wet that much less than the average amount was accomplished.

Our early reports indicate that small grain acreage will be considerably increased over last season. Just how it will be divided is not yet possible to say.

Yours respectfully,
THE VAN DUSEN-HARRINGTON CO.
Minneapolis, April 9.

FEED SHIPPERS' ORGANIZATIONS.

Editor American Elevator and Grain Trade:—In reply to your inquiry about feed dealers' organization matter, would say there is a diversity of opinion among the Milwaukee feed shippers as to the advisability of remaining with the Grain Dealers' National Association, which has resulted in the formation here of the Milwaukee Feed Shippers' Association, which is now in the way of preparing rules, etc., but not far enough advanced to say much about it.

The prevalent idea is to get the principal markets to form similar local associations and eventually merge them into a national association, which naturally would let the Grain Dealers' National Association out; but whether this will be accomplished or not is a question.

In the meantime, most of the shippers are members of the Grain Dealers' National, as they all handle more or less grain.

Yours respectfully,
DEUTSCH & SICKERT CO.
Milwaukee, Wis.

SEED TESTING AT WASHINGTON.

Editor American Elevator and Grain Trade:—Inclosed I am sending you a circular letter which we have just issued, calling attention to the fact that we will be glad to examine any number of samples of seed submitted to us to determine the presence of adulterants, provided they are accompanied by a statement that this information only is desired, and also giving the number of samples which we will be able to test for any one firm or individual for detailed mechanical purity or germination.

Very respectfully, E. BROWN,
Washington, D. C. Botanist in charge.

SEED TESTING.

Address.—Address all samples and correspondence concerning seed testing to "Seed Laboratory, United States Department of Agriculture, Washington, D. C." Samples are often lost and reports delayed on account of improper address.

Information.—Accompany all samples with a statement as to the exact purpose for which they are sent: 1, examination for presence of adulterants or dodder; 2, test for mechanical purity; 3, test for germination.

Examination for Presence of Adulterants or Dodder.—The examination of samples for the presence of adulterants or dodder requires but little time and will be given precedence over all other work. All samples sent for this purpose will be examined at once and reports sent by mail or on special request by telegraph at the expense of the receiver.

Test for Mechanical Purity.—This requires the separation of the samples into three parts: 1, pure seed (the kind being examined); 2, foreign seed (all seeds not of the kind being examined); 3, sticks, stones, dirt and chaff, the determination

of the weed seeds present, and the percentage by weight of each of the three parts. These tests require considerable time and can only be made by experts. The facilities of this laboratory will not permit more than five (5) such tests to be made for any one firm or individual in any one calendar month. These tests will be made and reports sent as promptly as possible and in the order in which the samples are received.

Test for Germination.—This consists in determining the percentage of a sample of seed which will germinate under favorable conditions. These tests of most seeds are easily made by anyone, although some seeds, including many grasses, are somewhat difficult to test, requiring exact conditions.

Samples will be tested in the order in which they are received, and not more than five (5) tests for germination will be made for any one firm or individual in any one calendar month.

NEW OHIO RAILROAD LAW.

The Ohio General Assembly, which adjourned sine die on April 2, enacted a law which creates a railroad commission with power to forbid the imposition of unreasonable rates, unjust discriminations, etc., and to secure an adequate railway service. The bill is far too long to reprint here; but certain essential particulars in connection therewith are as follows:

The Railroad Commission of Ohio shall consist of three members, who shall have a general knowledge of railroad law and transportation matters, but shall not be pecuniarily interested in any railroad, and shall devote their entire time to the duties of their offices. The law provides that railroads shall be "required to furnish reasonably adequate service and facilities," and that charges shall be "reasonable and just." Tariffs shall be published by conspicuous posting at depots and freight offices and no change of rates shall be made without 10 days' notice thereof. Joint rates also shall be reasonable, and all classifications of freight uniform throughout the state. Suitable cars shall be furnished and all roads shall afford reasonable facilities for the interchange of traffic. Secs. 12 and 13 provide for the hearing of complaints to insure fairness between shippers and carriers, while Sec. 14 gives the Commission power, after a hearing, to "determine and by order fix a reasonable rate, fare, charge, classification or joint rate to be imposed, observed and followed in the future in lieu of that found to be unreasonable or unjustly discriminatory, . . . which order shall of its own force take effect and become operative within 30 days after service thereof." All rates, fares, etc., shall be in force and shall be prima facie lawful for a period of one year from the date the same takes effect unless changed or modified by the Commission or in pursuance of an order of court to which the railroads may appeal from such an order of the Commission. The Commission may also investigate interstate rates on roads in Ohio, and report the findings to the Commerce Commission for action.

The bill for this law was urged by the Ohio Shippers' Association, and the result is a law moderate in its requirements and well calculated to do credit to any body of conservative business men.

Superior, Wis., talks of suing the elevators there for \$25,000 back taxes on grain in store in previous years. Perhaps if Superior was not so persistent in hanging tax handicaps around her elevators' necks they might do more grain business there.

Three grain dealers were held for trial in Philadelphia on March 23, charged with violation of the pure food laws in not correctly labeling grains sold for food purposes. In February last the agent of the department of agriculture of Pennsylvania swore out warrants against the dealers, but through the illness of the secretary the hearings had to be postponed from time to time. On March 23 testimony was taken and all were held in \$500 bail. Grain men generally are satisfied with this action, as they are anxious to have the law tested.

[For the "American Elevator and Grain Trade."]
RECONSIGNING CHARGE AT ST. LOUIS.

BY A LOCAL RECEIVER.

For several years the St. Louis grain trade has been handicapped by the imposition of a reconsigning charge of \$2 per car, imposed by all the railroads entering St. Louis and East St. Louis. As a matter of fact, the "hold tracks" of the different railroads were instituted for their own convenience, affording a place for temporary storage of trains on arrival, preliminary to their assortment. Whether or not a railroad had "disposition" for a car of freight prior to its arrival, this car would go in with the rest of the train on the "hold track," and await the convenience of the railroad before being switched to a certain delivery. But an inspiration seized the railroad managers; and, in plain violation of the Missouri statutes requiring one free switching after arrival of carload freight, they imposed a tax of \$2 per car for simply being told what elevator, unloading track, or connecting line it was to be sent to. They could not call this assessment of \$2 a switching charge, for the Missouri state law required one free switching after arrival. So it was called a "reconsigning" charge.

For several years the Merchants' Exchange, through its Traffic Bureau, has worked hard and persistently to prevail upon the railroads to abolish this unjust and illogical charge. During the last session of the Missouri legislature a joint committee from that body visited St. Louis and held a hearing on the terminal situation here. Senator Gardner of St. Louis County was the chairman of that committee, and was furnished with the fullest information bearing upon the burdens imposed upon St. Louis commerce by the railroads. He held out hope to our merchants. Upon his return to Jefferson City he introduced a bill in the legislature prohibiting this "reconsigning" charge. But that was the end of it. The bill was never called up, but died an ignominious death. When Senator Gardner was at the Southern Hotel as chairman of the joint committee, and when he introduced his bill in the legislature, St. Louis merchants felt like voting him anything in their gift; but they were sadly disappointed in the outcome. Some months ago the Missouri Railroad and Warehouse Commissioners issued an order to the railroads entering St. Louis, to abolish the reconsigning charge, but the roads ignored the order, and the Board never attempted to enforce it.

Nothing daunted, the Merchants' Exchange, through its transportation committee and Traffic Bureau, continued its efforts direct with the railroads to secure the abolishment of this charge. This effort has finally been rewarded, in that, effective April 1, all the railroads entering St. Louis and East St. Louis, with the exception of the Chicago & Alton and Illinois Central, agreed to abolish the reconsigning charge.

While the Chicago & Alton and Illinois Central have long since discontinued the reconsigning charge on grain handled at Chicago, they persist in their discrimination against the St. Louis market by their failure to abolish the charge here. There is considerable feeling on the part of the grain interests at St. Louis against these two roads, and receivers are notifying their shippers in competitive territory of the facts, to the end that future shipments will be routed via lines that do not assess the reconsigning charge at St. Louis and East St. Louis.

A useful and kindly service by the Iowa Grain Dealers' Association is the publication by Secretary Wells of lists of persons, including farmers who have given attention to seed improvement, who have seed for sale. These lists embrace 53 names of parties who can supply seed corn; 65 who can supply oats; three who can supply winter and spring wheat; five who can supply barley;

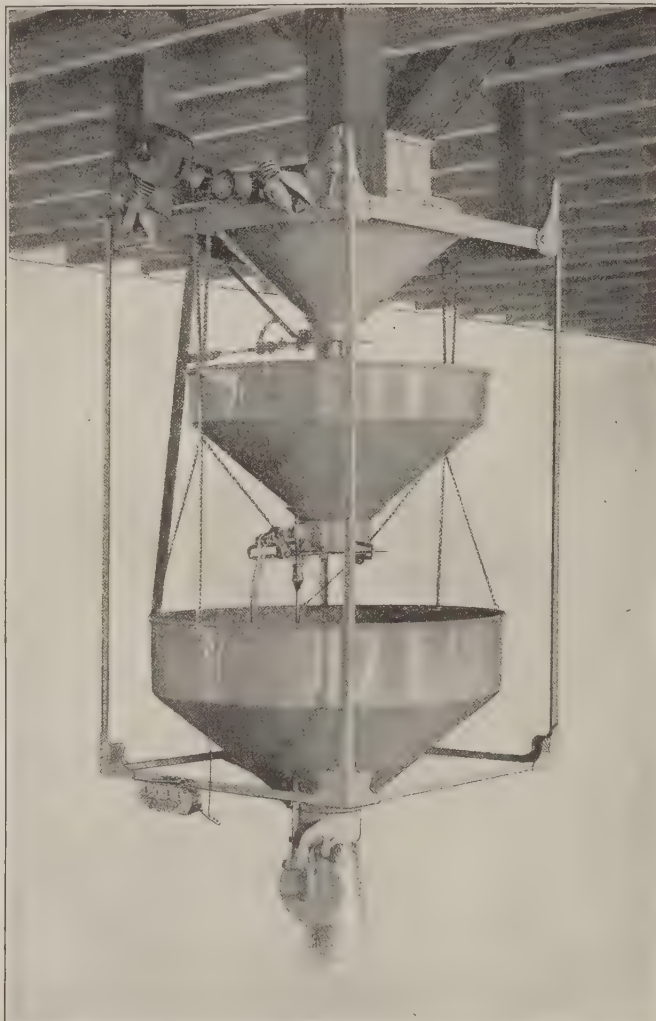
three who can supply flax; 14 who can supply timothy, and others who can supply clover, millet and spelt. These names are well scattered over the state, and this publication should enable most farmers to get good seed, which is very scarce (corn especially) in Iowa this spring.

THE AMERICAN GRAIN METER.

Those who during the last few years have become familiar with the Bowlus Automatic Scale will recognize an old friend in the American Grain Meter, shown in the accompanying picture; but they will be glad also to see that this old friend comes to them improved in appearance and in use-

gether, but in opposite directions. The cams, over which these chains pass, have unequal diameters. As a result, as the lower hopper moves up or down about two inches, the upper hopper, at the same time, moves inversely down or up about five inches.

The grain when turned on flows continuously from the upper hopper. It is momentarily stopped and held in the middle hopper, simply for the purpose of developing power by gravity to open its gate, raise the lower hopper and, close its gate. The increasing weight of grain in the middle hopper soon overcomes the counterweight and then the hopper drops, developing sufficient power to open its own gate, releasing the grain.



THE AMERICAN GRAIN METER.

fulness. Its fundamental design, which distinguishes it from all other automatic scales, remains unchanged; but the improvements have been so radical, and have so greatly benefited the machine by further reducing frictional bearings to an absolute minimum and improved its automatic and continuous action, that the word scale no longer conveys a correct idea of this improved weighing and registering device; hence the adoption of the word Meter.

The picture is nearly self-explanatory. The Meter is suspended from above, and the upper hopper is stationary. The lower and middle hoppers hang free, being suspended from the opposite ends of two steel flexible chains that pass over cams keyed to the rock-shaft. This shaft, which rocks in an arc of only one-third of a circle, rides on a stationary, angle-iron frame at the top in two Timken Dustproof Roller Bearings, the only bearings in play at the moment of weighing. There is also keyed to this shaft an arm, or graduated beam, which carries an adjustable counterpoise, or weight. As the lower and middle hoppers are hung to the opposite ends of the same chains, it will be seen that they move to-

raise the lower hopper and close its gate. The Meter is now in position for weighing, which is done solely in the lower hopper. The grain accumulates in this hopper until it reaches a predetermined weight, to which the counterweight has been accurately adjusted, then the hopper drops, thus developing sufficient power to instantly close the gate to the middle hopper (the moment of weighing) and open its own gate, allowing the weighed grain to escape. This operation is automatically continued until the grain is cut off.

It will be seen that the weighing is done, as stated above, solely in the lower hopper; that this hopper hangs free, supported by chains passing over cams on the rock-shaft; and that this shaft rides in two Timken Roller Bearings. The action at the moment of weighing is so simple, so direct, so positive and so free from complicated mechanism and friction that results must be accurate and uniform, and they must continue to be so. Indeed, the manufacturers positively guarantee accuracy and reliability; and if, on trial, any American Grain Meter does not fulfil this guarantee they will take it back and pay

freight both ways. An automatic register is furnished with each Meter.

The Meter is made entirely of steel and iron, by skilled workmen, with modern tools and appliances. It requires but little space in an elevator and is built in sizes to weigh from 250 to 5,000 bushels per hour.

The manufacturers, The American Grain Meter Company of Springfield, Ohio, and Walkerville, Ontario, Canada, a company reorganized and recapitalized, as well as renamed, succeeding to Bowlus Automatic Scale Co., operating in a new factory built expressly to manufacture this weighing device, will be glad to send further information, with opinions of users, on application.

STARTING THE GASOLINE ENGINE.

This is the question that comes up many times in the mind of the young engineer, when he finds out, after a number of fruitless efforts to "get her started," that she will not turn her wheels or "go." Now there is a reason for this condition of affairs when the gas engine refuses to obey the behest of the driver, and I purpose, in this article, to give such plain instructions that the novice may be assisted in starting the gasoline engine, writes A. D. Carpenter in *The Gas Engine*. In the first place see that the compression is right, that the admission valve is tight and will admit only enough of the mixture (gasoline and air) to make a charge that will take fire from the spark and move the piston forward. In the next place see that the spark is clean and will make a bright spark at white heat when the contact is broken, and at the right time. And right here I want to say to you that "in time" means to go if everything else is right, and "out of time" means to not go even if everything else is all right. The valves of the engine must be kept well ground down with emery and oil so as to preclude a possible leak, for this will very seriously weaken the power of the engine even after it is started.

The spark must be made when the connecting rod of the engine is on the "up stroke," with the crankshaft about three inches below the horizontal line of the center of the cylinder, and herein lies the whole secret of the greatest efficiency from the least amount of gasoline. As there is an interval of time after the spark is made until it ignites the charge, it is very evident that the movement of the machinery continues and the moment of ignition should take place when the compression is greatest, and this will be when the piston is on its farthest "in stroke," i. e., in perfect line with the center of the cylinder. But if the charge be ignited at this point the engine will not develop the greatest power, as the interval spoken of will elapse and the piston will have started on its "out stroke," thereby not getting its full force of the expansive gases, liberated by combustion of the air and gasoline.

Therefore, it will readily be seen that we must allow for the interval spoken of if we would get full returns for the energy we use in propelling the motor. I have tried to make this plain and very easy to understand, and I hope my efforts will help out some experienced or inexperienced gasoline engineer, who has trouble with his engine, either in starting or developing the power at which it is rated. Nearly all modern engines are so arranged that it is an easy matter to hasten or retard the spark, and it is left entirely in the engineer's hands to attend to this all-important matter if he would see his engine work with smoothness and ease, as we must bear in mind that all engines are so made and warranted when they leave the maker's factory. I have had a large experience with engines, and it is a "cold day," without boasting, when we can't make her "go."

A Baltimore belting manufacturer has made a leather belt conveyor for a western grain ele-

vator that is 856 feet long (single) and 30 inches wide and three-eighths of an inch thick. It took the hides of 228 steers.

A. F. FOLL, DECEASED.

Alfred F. Foll, one of the old-time grain dealers of Lena, Stephenson County, Ill., died at the home of his daughter, Mrs. C. H. Duer, at Eagle Grove, Iowa, on March 26, aged seventy-one years and one day.

Mr. Foll was for almost forty years a well-known shipper of grain from Stephenson County to Chicago and other markets; and during that long period of active business life he won and ever retained the confidence and friendship alike of the farmers with whom he traded and the receivers at Chicago and elsewhere to whom he consigned his grain. A consistent Christian gentleman, he was an ideal business man whose earliest capital was his unflinching integrity, which to the last constituted a cherished personal as-



THE LATE A. F. FOLL, LENA, ILL.

set long after the day had come when, peculiarly speaking, he had become one of the richest men of the county of which he was a citizen.

Mr. Foll was born on March 25, 1835, in Bedfordshire, England, and came to America in 1858. He first obtained work at \$12 a month on a farm near Lena, where he remained for about two years. On going to Lena, he worked for a warehouseman for a year or so, learning the grain business, which he entered about 1862. Later on he sold lumber and engaged in banking, holding at the time of his death a large portion of the capital of the Lena Bank (Foll, Naramore & Co.). He retired from active business a few years ago, owing to bad health. His wife (née Jennie Parris), to whom he was married in 1864, survives him, as do three sons and a daughter. He was buried at Lena on March 29.

Fargo, N. D., has begun to look forward to the day when she may call herself a "seaport"—when grain may be shipped directly from Fargo to Europe, via Red River, Lake Winnipeg and the Hudson Bay.

The "American Elevator and Grain Trade" gives, as a matter of special news, the fact that Galveston cleared two "big grain cargoes," one of wheat and one of corn, valued respectively at \$128,913 and \$124,882. Why, bless you, cargoes of wheat valued at over \$100,000 have lost their novelty on Puget Sound. Here are the figures showing a few of the largest cargoes cleared foreign since Christmas: \$165,000, \$135,000, \$144,900, \$119,532, \$106,000, \$127,000, \$106,000 and \$104,000.—Seattle Trade Register.

ASSOCIATION AS AN ECONOMIC FACTOR OF BUSINESS.

[Paper read by W. S. Washer of Atchison before the Kansas Grain Dealers' Association at Kansas City on January 19, 1906.]

Modern business represents the greatest activity in the history of the world's endeavor. In volume, in breadth of scope, in complexity and intricacy of detail and in far-reaching consequences the business activities of to-day are marvelous to comprehend. The greatest conquests achieved by the greatest military bodies of history are as naught compared to the victories of America's great commercial armies in the past decade. Why this wonderful recent development? Why this great widening of the field of business activity? The co-operative tendency, the tendency toward association, is unquestionably the most potent factor in the development of modern commercial life.

It is an axiomatic fact that demand regulates supply. It is also true that supply can be so handled as to create demand. It is the natural tendency of business to move along the lines of least resistance. The present great development of trade is due not alone to following natural courses, but to the unremitting energy which surmounts seemingly insuperable obstacles. The part played by association work in this great scheme of commercial affairs is in the reduction of natural obstacles and in the simplification of business processes.

Any one line of trade is like unto a great machine, with innumerable parts, with varied and complicated processes, all built so that its activities shall co-ordinate in producing a complete and perfect result. In so far as this machine is perfectly constructed—in so far as each part works in perfect unison with the other—just so far is the most perfect efficiency obtained. Just as a great machine will consume excessive power without developing perfect efficiency by reason of improper construction, by reason of undue friction, by reason of loose gearing and transmission of power to long distances, so does the great machine of commercial life lose efficiency through improper construction. It is an absolute necessity in the business world to-day that commercial energy shall be so concentrated that the best results may be obtained by the minimum expenditure of energy. Loose business methods, carelessness, lack of energy, all tend to reduce the efficiency of this great machine. Lack of proper understanding of the relation of part to part, lack of understanding of varied conditions, all tend to lose power.

If our relations with our fellow tradesmen are not sufficiently established upon a firm basis of mutual understanding, friction results; hot boxes develop in the commercial machine, from which spring incipient blazes which may grow into serious conflagrations. If our business machine is not so geared that direct results are obtained, with least possible expenditure of power, energy is lost which might well be expended toward some other desired end. The ideal business machine can well be builded upon a foundation of association work in its broadest sense.

By meeting together often and learning each other's ways and methods, we may afterward avoid friction in business relations. By stating conditions as they appear in various diverse sections and by comprehending as best we may the full scope of our trade and the relations of its various parts each to the other, we are enabled to direct our energies along lines that will achieve the quickest, best and most economical results. We are each of us but a small part in the great machine of human activity, not, however, an insensate piece of mechanism, but endowed with faculties which should teach us to order ourselves so that we may do the most efficient work in our sphere.

By reason of our association as grain men, we have learned in the past few years how better to direct our labor so that greater results may be obtained by a given amount of work. We have learned and are daily learning that the best way

to obtain results is to strike directly for the desired goal. We have learned that roundabout methods cause fatal loss of power. We have learned that by concentrating all of our energies toward the attainment of the desired result the end has been accomplished to the mutual benefit of the greatest number. Based on our knowledge of what has been accomplished in the past, we should continue to concentrate our energies toward the betterment of trade conditions and toward the eradication of the evils which yet remain. Thus only can the maximum economy of energy be accomplished.

Absolute fairness in our relations with each other is the one successful lubricant which can make the wheels of the great business machine turn smoothly and noiselessly. Fair dealing, frankness, candor, in short, plain, old-fashioned honesty, must govern us in our relations with each other. To be absolutely sure that we ourselves are right upon a given proposition and to have due regard for the rights of those with whom we are associated, are cardinal necessities of pleasant relationship. Crookedness, chicanery and falsification are conducive of nothing but mistrust and ultimate failure.

Let us then make our association of real economic value to each other by combining to eradicate any evils that beset us toward increasing our trade relations, toward getting the best possible results from every ounce of energy that we expend. All these results have been and many more can be obtained by proper attention to association and by organized endeavor, which are the greatest economic factors in the business world to-day.

GARLICKY WHEAT IN THE EAST.

Wild garlic in America came from Europe more than a century ago. Its distribution has been slow, but it has been steady and sure; and it is now found more or less abundantly in the Virginias, Maryland, Delaware, Tennessee, North Carolina and the northern part of South Carolina, the southern part of Pennsylvania, also in New Jersey and Connecticut, and in spots in almost every state east of the Mississippi River. Everywhere it is a pest; and being propagated by underground bulbs, aerial bulblets and by seeds, it is a nuisance hard to eradicate.

Grain dealers in the states named come in contact with it notably in wheat, which the garlic never fails to injure and which of course sells at a heavy discount (20 to 40 per cent below No. 2 Red prices) on account of garlic. Millers avoid garlicky wheat because the garlic gums the rolls and makes cleaning necessary more or less frequently, in proportion to the amount of garlic in the wheat—as often as every two or three hours in extreme cases; and besides, the flour is of inferior quality, the garlic taste or odor being offensive to most people. Indeed, J. W. T. Duval, in a Bulletin (No. 100, Part III, Bureau of Plant Industry, U. S. Dept. of Agr.) issued on April 5, estimates the loss in wheat by the garlic adulteration at no less than \$1,500,000 annually. Members of the Baltimore Chamber of Commerce say that probably 60 per cent of the wheat grown in the central Eastern states contains more or less garlic.

The garlic in wheat takes the form of aerial bulblets which are very difficult to remove from wheat. The lighter and immature bulblets may be blown out by a good cleaner, but the greater part of these are similar in shape to wheat kernels, which makes it impossible to separate them during the autumn and early winter by screening and fanning. If allowed to freeze the bulblets become dry and are then quite easily blown out.

Accordingly the Bureau in June last undertook to ascertain whether the mixed wheat and garlic could not be dried artificially and the bulblets then removed, and the author of the Bulletin named gives the details and results of numerous experiments to that end, the net result of which was the establishment of the fact that this treatment is a success, the wheat by it being freed

from garlic and in no wise injured either for milling or seeding purposes. The expense ranged from 2½ to 5½ cents per bushel.

Any good drier and cleaning machinery apparently will do the work. In the tests referred to a small grain drier and a fanning mill especially constructed for cleaning clover, alfalfa and timothy seeds, were used. The greater quantity of the garlic was blown out, but many of the larger bulblets could not be removed in the absence of screens, and for this reason the wheat, for the final cleaning, was put through a "shaker," such as is commonly used for cleaning rice.

THE FIELDINGS OF MANHATTAN

Four miles east from Manhattan, Kan., and the great Agricultural College of Manhattan, on the north side of the Kansas River, lies the Fielding farm of 400 acres, where George T. Fielding & Sons grow large quantities of the famous Kaw Valley Irish Potatoes and the almost equally fa-

age of the grade in, when they ship out, same as Toledo does.—C. A. King & Co.

WISCONSIN INSPECTION LAW.

Two actions have been on trial in the state and federal courts in Wisconsin, involving the Wisconsin grain inspection law. One of these was that of Gregory, Cook & Co., who seek to restrain the Wisconsin Grain and Warehouse Commission from interfering with the weighing of grain into their mill; and the other was that of the Globe Elevator Co. (Peavey interests), a bill to enjoin the Commission from either inspecting or weighing grain at that elevator.

In opening the case for Gregory, Cook & Co., their attorney said: "It's not a matter of inspection fees with us, but of weighing fees. We do not purchase a kernel of grain in the city of Superior and are conducting a private institution. In taking possession of our scales the Commission is assuming more power than the law intended



ELEVATOR OF FIELDING & SONS, MANHATTAN, KAN.

mous Manhattan Sweet Potatoes—succulent tubers that have made Kaw Valley a familiar household name in the West. The Fieldings are also growers of seeds, which, like the potatoes, etc., are sold under the familiar brand of a circular disc with a white F in the center on a red ground.

But even these exacting interests do not consume all the energy of the three Fieldings, who handle stock also at Manhattan and operate the elevator shown in the illustration. It stands alongside the tracks of the Rock Island System, and has storage capacity for 15,000 bushels of grain. It has a 22-horsepower gasoline engine, dump scales with double dump for ear corn and for small grain or seeds, sheller capacity for 350 bushels per hour, feed grinding and seed cleaning machinery, 300-bushel hopper scale and ample facilities for unloading cars of ear corn or any kind of small grain or seeds. The elevator, in fact, is in every way suited to facilitate a wholesale or retail business in grain and seeds, and has proved a great convenience in the expanding business of George T. Fielding & Sons.

Minneapolis is next to the wheat fields of the Northwest and is the largest milling center of the world. They are doing business and always will. Chicago has the advantage in being the leading market of the world, best advertised, better located for speculative business, more traders and capital. Both markets should discard their political inspections. They should give the aver-

it should, as the mill's method of weighing grain is not a matter of public interest. All we want is to be allowed to conduct our business as we have done heretofore."

The case has been taken under advisement by Judge Parish of the Superior Court at Superior.

In the Globe Elevator case, the G. N. R. R. Co. was made a party defendant impleaded with the Grain and Warehouse Commission in the Federal Court at Madison. The Railroad Company in its answer declares it does not enter the elevator contest, but simply sets up its mandatory rights as a common carrier. It contends that the Wisconsin law is not applicable in its case, as all of the grain transported over its line of railroad comes from other states than Wisconsin and is therefore interstate traffic. It also contends that it simply hauls and delivers the grain traffic as directed by the shippers, and that shipments from its line of railroad have always been consigned for Minnesota inspection. It further claims the right to deliver the grain with the consent of buyer or seller for inspection in any one state.

The general point at issue, as in the Gregory-Cook case, is simply that of the constitutional powers of the Commission.

This case also is now in the hands of the court under advisement.

F. Howard Mason, secretary of the Buffalo Chamber of Commerce, reports that navigation will not open at that port until the end of April.

AMENDMENTS TO H. R. 15846.

While urgently requesting all members of the Iowa Grain Dealers' Association to write their members of congress to support the uniform bill of lading act (H. R. 15846), Secretary Wells suggests that the following conditions should be included in H. R. 15846, to give the shipper reasonable and proper protection:

1. That "Order" bills of lading be properly safeguarded to prevent forgery.
2. That the bill of lading be uniform and provide for all interstate shipments.
3. That it contain well defined and clear conditions which shall not, however, permit the carrier to exempt itself from the loss or damage arising from its own negligence or that of its officers, agents and employees.
4. That the shipper be allowed to demand a bill of lading and an "order" bill of lading.
5. That an order bill of lading shall be taken up before the property is delivered, but that in the event of partial delivery such delivery shall be endorsed thereon.
6. That the consignee shall have the right to inspect the goods without the surrender of the bill of lading.
7. That "order" bills of lading shall be negotiable instruments and muniments of title.
8. "Order" bills of lading shall vest in each and every bona fide holder for value unaffected by any prior equities, unless he have notice.
9. If an "order" bill of lading contain the name of the party to be notified, such words shall not be construed as to charge any bona fide holder with notice of equities of such notify party.
10. That a bill of lading shall have been issued when it shall have been delivered out of the hands of carriers or its agents.
11. That "order" bill of lading shall be conclusive evidence, in the hands of a bona fide holder, that all goods mentioned therein have been delivered to and received by the carrier.
12. Giving to the shipper the right to route his freight.
13. The bill to be in such form that the shipper will not be called upon to assent to the reasonableness of the rate charged.
14. That upon the loss or damage to the property any one or all the carriers shall be held liable for such loss or damage.
15. That no charge be made for issuing bills of lading.
16. That provisions be made for the punishment of parties who fail to surrender order bills of lading, who refuse to issue same, or who refuse to allow shipper to route freight.

The bill could, of course, be greatly improved by the addition of these propositions, or conditions, but even without them every grain dealer should urge his representatives in congress to vote for the bill.

BALTIMORE GRAIN DRIERS.

The Hess Pneumatic Grain Drier built for the B. & O. Railroad at Baltimore, with a maximum daily capacity of 25,000 bushels of corn daily, and which has been in successful operation since December 1, 1905, has rendered very satisfactory service. Says an official of the railroad company:

It is interesting to note that prior to the installation of the Hess Drier at Elevator C, No. 3 corn frequently sold at a discount of 7 to 8 cents per bushel; and now our experience in handling No. 3 corn shows that this discount has been reduced to about 4 cents per bushel, including loss in weight and expense for drying. In fact, the Baltimore market for Locust Point corn for several weeks has been from 3½ to 3¾ cents a bushel discount.

We feel sure that many of our shippers have had experience with the work of the Hess Drier in other markets, and know the value that this facility is to them when located in conjunction with our elevators at Locust Point. In a manner, it is better than an insurance bond, as, unless the corn arrives here in a discolored condition, the corn can be made merchantable and applied on contract by means of this drier, when otherwise the corn would have been subject to the value for local consumption here, and not only an uncertain market, but also an increased freight rate when used for domestic use.

The benefits that may be derived from the drier are best illustrated by the results of a recent test—a thousand bushels of corn, taken from a certain lot, were inspected by the inspector of the Chamber of Commerce and pronounced "No. 3 corn." This lot was then run through the drier, and thence into B. & O. Elevator "C," where it was passed upon by the same

inspector of the Chamber of Commerce and pronounced "mixed corn."

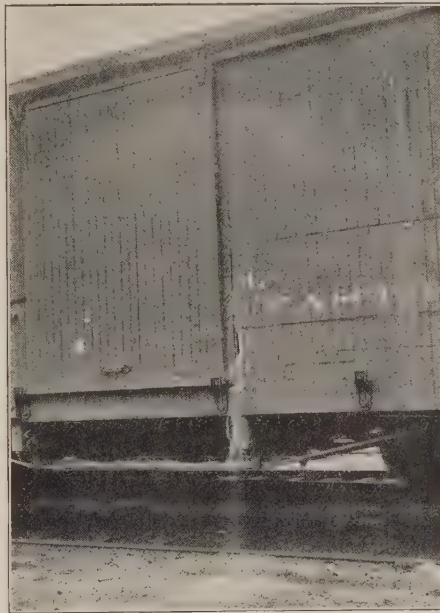
The Pennsylvania Railroad also is building a similar drier in connection with the Northern Central Granaries, which will be ready for operation in a few weeks. On the completion of this drier, the grain trade will feel assured that the port is equipped to handle any grain that arrives in an unmerchantable condition because of dampness.

A BROKEN DOOR POST.

The accompanying picture of a leaky car is from photograph taken by the Chicago Board of Trade Weighing Department. It shows K. C. car 10,802, which was leaking oats badly on account of a broken door post. The oats can be seen pouring out at the side.

An examination of freight cars would show many of them with broken door posts. This does not necessarily mean leakage, although the car with a broken post would eventually leak if not repaired.

Shippers should, therefore, examine cars for



JUST BIG ENOUGH TO DRAIN A CAR.

defects of this nature before loading, and where it is unavoidably necessary to load cars that have broken door posts, they should line the cars on the inside at that point with cloth or bagging.

The post in the picture was undoubtedly weak, if not broken, at the time of loading; and had the shipper taken the precaution to line the car on the inside it is hardly likely that any grain would have been lost on account of the defect.

REFEREE APPOINTED.

On April 5 L. M. Pemberton of Gage County, Nebraska, was appointed referee to take testimony in the action brought by the Attorney-General of Nebraska against certain elevator companies who are charged with operating as a trust. The decision of the Supreme Court in the case merely overruled the demurrer and was understood to uphold the anti-trust laws entire, but after careful study of the opinion, both the Attorney-General and the lawyers for the defendants say they do not know what the court did mean and each has asked for an interpretation. Each side wants the court to tell what laws are constitutional before the introduction of testimony. The court has frequently held it will not pass on any question which has not been raised in the case, or, in other words, it is the opinion of lawyers that if an opinion is wanted on the constitutionality of the anti-trust laws, the only way it can be secured is for some-

one to be tried under the provisions of the laws.

The necessary explanations having been made, the case will proceed to trial on the basis of the testimony taken by the referee. This part of the proceedings may or may not end during the life of the present generation of attorneys in the case. If all the equities involved in the case, as begun, are protected, the attorneys for the Nye-Schneider-Fowler Company, in a brief filed recently, claim it will take about twenty-one years to get all the evidence in, and as the record will make hundreds of thousands of pages, it will take another lifetime for the court to read and digest it, unless the testimony is closely confined to certain limits.

NATIONAL ASSOCIATION CONVENTION.

The Grain Dealers' National Association will hold the annual convention at Chicago on June 4 and 5. Headquarters will be at the Auditorium Hotel, where the annual banquet will be given on the evening of June 5.

The Central, Western, Southwestern, Southern and Trunk Line Passenger Associations have granted a rate of 1 1-3 fare for the round trip, and the Association may be able to induce the New England Association to concur.

The first draft of the program has been approved by the board of directors, and the secretary is hard at work on the personnel.

Marked enthusiasm is being manifested from unexpected quarters with regard to the coming meeting, and we think it reasonable to anticipate a successful outcome.

FOREIGN GRAIN MEASURES.

The "quarter" in the English market is not always the same, its volume varying with the country from which the grain may come and also with the kind of grain, as for example the quarter consists of the following number of pounds:

American Atlantic Coast business in all United Kingdom markets	480
Russian wheat in London	492
California wheat, all U. K. markets	500
English home-grown wheat in all U. K. markets	504
English and Scotch barley in all U. K. markets	448
Russian barley in London	420
Russian oats in London	304
Prince Edward Island oats in Liverpool and London	320
English and Scotch oats in all U. K. markets	336

Other measures in different countries are as follows stated in bushel equivalents:

100 kilos wheat equal	3.67
100 kilos corn equal	3.93
100 kilos oats equal	6.87
100 kilos rye equal	3.93
100 kilos barley equal	4.58
One hectoliter wheat	2.83
One centner wheat equals, Austria	2.05
One fanega wheat, Argentina	1.50
One cahiz wheat, Argentina	19.17
One chetwerk wheat, Russia	0.60
One pood wheat, Russia	0.60
One candy wheat, Bengal	9.22
One candy wheat, Bombay	9.33
One candy wheat, Madras	8.32
One candy wheat, Mysore	9.00

Baltimore started the month of April with five large steamers in readiness to load full cargoes of grain for Europe. They were the Queen Louise, Hartlepool, Nordvalen, Nordkyn and Birmingham.

At the end of March more than 18,000 tons of wheat were lying at the various boat landings on the Snake River, Ore., awaiting shipment to Portland. It is estimated that it will take close to three months to get the grain to the railroad.

W. L. Richeson, chief grain inspector for the New Orleans Board of Trade, reports that the total amount of grain cleared from New Orleans for foreign ports during the month of March was as follows: 123,871 bushels of wheat, 2,021,407 bushels of corn, 787,600 bushels of oats, 260,000 bushels of barley.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., APRIL 15, 1906.

Official Paper of the Illinois Grain Dealers' Association.

THE UNIFORM BILL.

The uniform bill of lading, as has been repeatedly said in these columns, is still a very live problem which after July next threatens, indeed, to again create a serious condition. As receivers not infrequently report the use by country shippers of the uniform bill (even in some instances signed), it is apparent that many country grain dealers are so deeply interested in their petty concerns that this supreme menace to their business is being ignored. It must not be forgotten that not a few big shippers take the view of the question expressed by Mr. Chandler in his letter to Mr. Williamson, reproduced on another page as a typical specimen of the literature of this matter which is going around the press. It creates, as it was no doubt designed to, the false impression that the opposition to the uniform bill in the form demanded by the carriers is based on the matter of rates and classifications only, which, as all know, are in so constant a state of flux as to be thought by many to be a normal, or, at least, inevitable condition of things, and perhaps are not so vitally important after all.

But the real truth is, as grain men ought to know by this time, that infinitely more important than all questions of rate classifications is the carriers' attempt by the proposed bill to evade their responsibility for loss and damage and, because it requires some attention on their part to details, to destroy the machinery of commerce dependent upon the use of negotiable order bills of lading, which is so absolutely essential to the conduct of the grain, hay and other trades.

As there seems at this writing no likelihood of an amicable adjustment of this matter by

consent of the carriers, the grain and hay trades should exert every possible influence to secure the passage through Congress at this session of H. R. 15846, the Bill of Lading Act, so called, which would take it out of the power of the roads to arbitrarily destroy the negotiability of order bills of lading.

INVESTIGATING MARKETS.

Iowa ships grain to Minneapolis, Milwaukee, Chicago, Peoria, Cairo, Memphis, New Orleans, St. Louis, Kansas City, St. Joseph and Omaha and other markets of lesser importance. Dealers in other states will ship to as many markets, perhaps, with slight differences in the names of the terminals. It is of the highest importance, therefore, as Secretary Wells says to his people in Iowa, that shippers should study carefully the conditions prevailing and the methods employed at all the markets open to them. Not only may it be advantageous to ship to one in preference to another at a given time and to reverse the order at another time, but the physical conditions of markets have often a material influence on the income from a shipment. Shippers who succeed best make themselves familiar with all these matters. This is difficult to do. Conditions change—sometimes very rapidly and for inexplicable reasons, perhaps.

Mr. Wells proposes to investigate the physical conditions and methods of the markets used by Iowa dealers, and urges Iowa men to ply him with questions. "If you don't see what you want, ask for it," and he will try to get it.

But will Mr. Wells of Iowa and Mr. Bradford of Indiana and Mr. Strong of Illinois, and so forth, acting for their own people individually, be able to do this work for less money per capita than Mr. Courcier of the National Association could do it for all of them? We doubt it. The work ought to be done; but the National Association ought to do it "for all" —"not for self." See?

BETTER FARMING SPECIALS.

The special seed trains sent out by the railroads for educational purposes have concluded their work for this season, the last to finish up being the Lake Shore's corn special in Michigan, whose last stop was at Grandville on the afternoon of April 13, after visiting 29 towns in that state in five days. The popularity of these trains has been immense, even staid New England farmers turning out to listen to the lectures of the "Better Farming Special" sent out by the Boston & Maine R. R. in April.

Even the agricultural press, which, best of all, are in position to appreciate the inertia of the farmer in matters of industrial education and his slowness to assimilate practically the new ideas of the advanced agriculturists, are agreed that these unique courses of lectures have done a great deal of good. Of course, the novelty of this condition may explain in part the presence of the large audiences that everywhere greeted the lecturers; nevertheless, men who will drive several miles to see and hear what these trains had to offer would

be in all probability impressionable to a certain degree—certainly interested so far as to make them welcome auditors. So we believe better farming will result directly and also indirectly by stimulating the attendance of farmers' sons at the agricultural colleges.

It is not improper to remark here, by the way, that this happy idea was not only born in the West (in the brains of the Des Moines Cereal Club), but owes both its origin and its initial successes to the cash and the influence and the hearty co-operation of the grain dealers of the West. They were the leaders—the others followed.

MORE ABOUT DOCKAGE.

Shippers to Kansas City, both regular dealers and the co-operatives, continue to complain, on proper occasion, of the 100-pound dockage from the actual net weight of each car of grain going into that market, which in 1905 was worth about \$50,000 (gross) to the elevator men. Now, as has often been said in these columns, there are two sides to this dockage question; but the fact is that all first-class markets, excepting Kansas City and New Orleans, have abandoned a grab of that size. If the men of the Kansas City Board think they can afford to cultivate in this way the reputation of the hog in order to benefit the very few of their members operating elevators, of course, that is their peculiar privilege, but it doesn't look at this distance like good business policy.

The more so as the farmers, at least, are contrasting this behavior of the eminently respectable Kansas City Board of Trade with that of the odoriferous National Board of Trade, which "makes returns of the actual weight of grain received," and therefore—

Resolved, That we [the Farmers' Independent Grain Dealers of Kansas] favor the consignment of all our Kansas City shipments to members of the National Board of Trade of Kansas City, Mo.

The Christy aggregation of bucket-shoppers, now the so-called "National Board of Trade," has always flouted the Kansas City Board of Trade, used its quotations with impunity and stolen its speculative business; now it comes into the lime light again to pose as a teacher of fairness to the shippers who make the market what it is. It is a queer lot that must needs wait for the lead of such a mentor.

CONCERNING ARBITRATION.

Mr. Breed's article, "Concerning Arbitration," makes some pertinent suggestions which parties to arbitrations ought to bear in mind. They are quite in line with the same writer's previous suggestions to shippers to take the precaution to have their evidence regarding every shipment prepared at the time of shipment and kept on record in their offices so that in case it is necessary to make a claim it may be supported in a conclusive and unimpeachable manner.

Now, in arbitrations it must be remembered that the arbitrators donate their time; and it is therefore unfair for the parties to go to a hearing without having their respective cases made up in such a manner that the case may be disposed of quickly. Mr. Breed's sugges-

tions as to the manner in which the parties should prepare their cases are practical and direct, and an arbitration of a case prepared for hearing in Mr. Breed's way would no doubt be a delight to long-suffering arbitrators, most of whom doubtless find in a brief experience that the majority of dealers are singularly devoid of anything like proper system in the conduct and recording of their business transactions. Mr. Breed's article, it is to be hoped, will do something to encourage better methods.

SUPERIOR BOARD OF TRADE.

Judge Bunn of the District Court at St. Paul has decided that Edwards, Wood & Co., who are prohibited by injunction from circulating Minneapolis Chamber of Commerce quotations among bucket-shops, are not guilty of contempt by violating that injunction when they send out identical quotations which are declared to be those of the Superior Board of Trade—the Superior Board of Trade being designated by the court as a legitimate and actual grain market.

Literally, perhaps; but in these days, when all the grain and stock exchanges of the country are trying to suppress the bucket-shop, the Superior Board, which admits to its membership and the privilege of using, for legitimate or illegitimate purposes, its own quotations and those sent to it in good faith, all sorts of queer people, some of them notorious in the Northwest as bucket-shoppers, can hardly lay claim to trade respectability, even with this certificate of good moral character. The Superior Board, in fact, has been compelled to apologize for its existence as a grain exchange for some time; now that a court has made it the refuge of bucket-shop gamblers, the sooner it reforms its methods or goes out of the grain business, the better for the business morals of the country.

ILLINOIS VALLEY SHIP CANAL.

The writer understands that the I. & M. Canal Commission of Illinois will during the present working season make a junction of that ditch with the Drainage Canal, so that navigation may be resumed east of Joliet into Chicago River. Should this, in fact, be done, the I. & M. Canal may resume its old place as the arbiter of rates in northern Illinois.

Then there is the Lorimer bill in Congress to improve the Illinois River from Joliet to St. Louis by making a 14-foot channel at the cost of many millions. This is, of course, a proper national work that would on its completion have an immense influence on freight rates in the West and is of more moment to the people of the West directly than the Panama work; but the Lorimer bill is unfortunately so loaded down with provisions to dispose of the rights to the numerous water powers created by the work that the scarcely concealed "Senegambian in the bill" gives it a queer color. When one recalls the fact that the Illinois River has a fall of about 100 feet in the 50 to 60 miles next below Joliet, with water power sites enough if improved to make the valley of the Illinois between Joliet and Ottawa an almost

continuous manufacturing city, Br'er Lorimer's solicitude about the disposition of the water power rights to the "proper parties" is understandable, aside from the problem how that disposition may affect the status of the proposed canal itself.

LABOR-SAVING METHODS.

The Winnipeg Grain Dealers' Journal reprints from an American contemporary a labored argument to prove that it is progress to abolish the bushel and handle grain by the hundredweight, submitting the following comparative computations in proof of the automatic ease of the hundredweight system:

Contemplate for a moment the convenience which would result from a system by which grain would be computed in terms of hundred pounds or centals. On a purchase of a load of wheat of 3,000 pounds at 75 cents per bushel, under our present system the following calculation would be necessary:

60)3000(50	50
300	75
0	250
	350
	\$37.50

With the equivalent under the 100-pound system, the price would be \$1.25 per 100 pounds, and the following simple calculation would constitute the entire process:

30.00
1.25
15000
6000
3000
\$37.50

Not to animadvert on the ridiculous mathematical convolutions thus saddled upon the unhappy bushel, we have here two computations that involve 33 figures and signs in the first instance and 30 in the second, showing a net saving of labor of less than 1 per cent. But a reasonably intelligent clerk would "do that sum in his head," yet if particularly addicted to hard labor he might make the computations thus:

Bushel method	Cwt. method
60)3000	100)3000
50	30
.75	1.25
\$37.50	\$37.50

reducing the figuring to a maximum of 20 figures and signs in the one instance and 22 in the hundredweight method, an excess by the hundredweight method of nearly 1 per cent. But, of course, this fuss about the simplicity of the "automatic" method (used only in California) is simply reducing the matter to an absurdity, as every sensible grain dealer knows.

But the main objection to the cental method is the size of the unit—100 pounds as against a 60-pound bushel. All grain men know that the tendency is to minimize the profit on the unit, and that very soon after its adoption the profit per hundredweight would be no greater than per bushel. Say this is 5 cents. On 3,000 pounds of wheat there would be 50 units of 60 pounds each, and a corresponding profit of \$2.50, whereas on 30 cental units there would be a profit of only \$1.50, a loss of a dollar; that is, 66 2-3 per cent or 40 per cent, just as you figure it. Under the circumstances, it is

not "a bit surprising that in this automatic atmosphere the business men have not been eager to give the cental a trial."

OHIO RAILROAD LAW.

Ohio was singularly fortunate in the late session of her General Assembly, but in no particular more so than in the enacted railway bills. The 2-cent fare has been much talked of everywhere, but even more useful to the state than that law is the one for which the Ohio Shippers' Association was responsible, creating a railway commission with power to regulate railway and express traffic in that state. So far as appears from an examination of the bill by a layman inexperienced in the law, the legislation was extremely conservative in character. It simply requires of the railroads that they perform the services for which they have been or may be chartered, without favor or prejudice and for a just and reasonable compensation; and then creates a commission whose duty it is to see that the carriers live up to the requirements of such a law, the railroads being given, as they are entitled, the right of appeal to the courts from the rulings of the commission and the rates fixed by such commission when it is necessary for that body to correct, after a hearing, what appears to be an unjust or unreasonable rate or practice instituted by the carriers themselves.

There is nothing radical or unfair in such a law. It is eminently characteristic of the conservative and fair-minded men who constitute the management of the Ohio Shippers' Association and who are to be congratulated on their success in this instance.

IMPROVING AMERICAN BARLEY.

The importance commercially of the movement to improve the character of American barley will justify the reprinting of a long article from the "American Brewers' Review" on the aim of this experiment. When it is remembered that the production of fermented, or malt, liquors in this country has reached about 50 million barrels and is increasing annually, and that for lack of an adequate supply of choice barley malt the brewing industry has for some years past been compelled to resort to brewers' grits (of corn or rice) as partial substitutes for malt, the opportunities of the grower of high-class brewing barley, it will be seen, are quite as great as those of the scientific corn breeder. The use of the corn or rice grits is not illegitimate by any means, since beers made with grits are entirely wholesome and stable and of fine flavor; but brewing grits are nevertheless substitutes which a larger and more perfect supply of brewing barley would supplant, without doubt.

The American barley-growing district is comparatively limited by reason of our farmers' methods; and this being so, it will further the interests of grain buyers to circulate all information that has as its purpose the instruction of farmers in better production, in kind and quantity, in new or old areas.

Did it pay to handle green corn during the past winter?

Editorial Mention.

Good association work—on the lines of “for all”—is good business and good religion, too.

The Straits were opened by an easterly gale on April 9-10, and lake navigation has been resumed.

Don't shell any old stuff this spring. Hire a man or large boy to pick over the grain as it goes to the sheller.

Have your scales and their foundations examined. Winter's freezing and thawing may have caused some damage that may rob your patron or yourself.

The diversion of grain from Chicago and St. Louis by the “reconsignment” charge is happily a thing of the past, and the relief was obtained by negotiation and not by force, which is something to brag about.

Business will be quiet while the farmers do their spring work. Good time to clean up, if you haven't done so regularly all winter. Moisture and dirt and warm weather make a bad combination for elevator purposes.

The impetus of public opinion is now all toward free alcohol in the arts; but the wood alcohol men, and Standard Oil, too, seem to be against the measure, which drags. A little more pressure for the bill from the outside right now would help.

The free seed appropriation is still talked of at Washington; but it is clear from the comment of the press, from one end of the country to the other, that the congressman or senator who votes it back into the appropriations will have a deal of explaining to do before election day next November.

The Washington Supreme Court, in a tax case involving the taxation of grain, rules that taxes become a lien against the property immediately on assessment, otherwise property could be easily dissipated or removed from the state between the time it is assessed and the time the lien for taxes becomes effective.

The press dispatches announce that the United States Weather Bureau is getting ready to make weather prognostications for weeks in advance of events. Has the Bureau developed a new “wireless” that controverts the old doctrine of the Bureau's experts that it is not possible for any man to make that kind of prediction except as the wildest kind of a guess?

Some good people at Gill Hall, Pa., are shocked that Rev. S. P. Montgomery should hang out a sign, “Dealer in Stocks, Bonds and Grain.” And yet as pastor of a Presbyterian flock, the people had no compunctions about starving him on \$600 a year. If Mr. Montgomery can satisfy his conscience in abandoning indifferent fishing for men, as he seems to have done, for the breezy whirl

of the stock and grain broker, with possibilities of an auto or a bust, why should the world hurl brickbats?

The convention season is at hand, having been opened by the annual meeting of the pioneer of the Western associations, the Grain Dealers' Union of Iowa-Missouri, whose immediate and continuous success under the management mainly of Messrs. Hunter and Stibbens opened the eyes of the grain trade of the West to the possibilities of association work and is still doing it.

The notice sent out that the Weather Bureau would hereafter discontinue the usual publication of weekly weather reports will be modified, says the Duluth Commercial Record; since the Bureau contemplates issuing the reports in the near future in the form of a map of weather conditions throughout each of the states, showing the details relating to rainfall, temperature, cloudy and sunshiny days, etc., following the plan of the map now issued monthly. The Bureau officials think that this form of publication will eliminate entirely the elements of personal equation and personal opinion which it is impossible to keep out of a report necessarily made up from a variety of opinions.

The Nebraska “grain trust” case, so called, has entered upon a new phase. The Supreme Court, which, by overruling the defendants' demurrer, sustained the anti-trust laws of the state under which the Attorney-General brings this action, has appointed a referee to take evidence to prove the contention of the state that the grain dealers involved constitute a “trust” and have individually and collectively committed acts forbidden by the statute. This part of the proceedings is expected under ordinary conditions to occupy the referee for a considerable part of the decade; so that the cause is likely to rival the celebrated Jarndyce case, and its conclusion is what few men now in middle life may reasonably hope to see.

Whatever the occasion, it must have been noticed by the reader, as by everyone interested in the grain trade of the Northwest, that the greater number of new elevators in course of erection there will be owned by co-operative companies—one firm of elevator builders setting the proportion as high as two-thirds. There are all kinds of people in this world and farmers are one of the kinds; but, after all, their selfishness is, perhaps, not far different from the other kinds; and some people are beginning to suspect that in that country the line companies have not always been as liberal as merchants with their facilities might have been. It must also be noted that the farmers' houses in the Northwest as a rule have been more successful than in Iowa, Illinois and those parts of the West where the co-operative craze has penetrated, it being a noteworthy fact that the habitat of the line company is peculiarly the home of the co-operative. What is the connection or reason? And why is it that the individuals or firms doing a grain business on well established,

historic lines seldom suffer seriously or long from the co-operatives?

H. E. Blair of the Winona Malting Co., Winona, Minn., is one of the few men who are making it a part of their business to interest farmers in better barley culture. He has caused to be reprinted in the local papers for the farmers' edification a considerable portion of the article, “About Barley,” published in these columns some months ago, and added to it forceful words of his own. That article was eminently a popular one, although technically exact; and those who are interested in this much needed work of education will find no literature better suited to enlighten the general farming public on the needs of the consumers of barley than the article named.

A Nebraska paper says that the great Tom Worrall, who sued the “grain trust” for \$158,000 and some odd cents in the courts of that state and caused a “rush to cover,” has “settled out of court.” Now it never was exactly clear to the legally inexpert just how Mr. Worrall expected to recover by his suit. It always did look like a bit of Lawsonism on the part of Mr. Worrall, who may have been dazzled by the glare of Mr. Lawson's publicity; but just the same this accusation that Mr. Worrall is a quitter doesn't look good. As an advertising scheme he ought not to be played out as soon as all this. Why, even Stickney, that loquacious peripatetic of two states, could do better, and he never got into a “public eye” bigger than the Peoria Star.

Investigation of a swindle at Minneapolis discloses the fact that a so-called publication named the “Grain and Stock Journal” is printed semi-occasionally at Chicago. Its purpose is to float queer advertisements and to exploit the simple by printing fake stories of individuals who had made vast sums of money by speculating in grain in Chicago by employing one “Edward A. Vaughn” to do their investing. It is a very old, old fake, worked to a frazzle by New York “stockbrokers,” also by certain St. Louis grain “commission men” who were really permitted for a time to do business on regular exchange floors, but such fakes never wholly wear out. The public soon forgets; and the desire to be rich quickly outweighs common sense.

The millers of Southwestern Missouri certainly scored one on the public elevator men of Missouri by a protest that was forceful enough to cause a reinspection of all the contract grain in that state. But, say the defense, this proves nothing except that the millers are “kickers.” Sure enough. But millers buy grain at their mill doors of farmers who also sell to grain dealers who ship to the public elevators. Doubtless there are kicks all along the line; but who now presumes seriously to deny that the art of the mixer has been carried to the extreme limit? Is it not true that if the miller could get the grain that goes in from the elevator of his neighbor, the grain dealer, delivered to him on a public elevator

receipt he would be reasonably satisfied as a buyer? But how many millers who buy contract stuff get virgin grain or anywhere near it? When inspectors get to be so far independent of the influences of the big fellows who operate the so-called public elevators that they will inspect out grain just as severely as they inspect it in, the millers will be less frequent kickers; and there is a well founded suspicion that the lost speculative business also of the exchanges will sneak back to the floors again, and there will be something doing for other people than the few "public" elevators.

Grain dealers who build new houses or remodel old ones in these days, and are really careful business men, have pretty generally abandoned the country barn builder to his proper sphere of action. When it comes to designing and building grain elevators, the correlation of the parts and the equipment to the general design is so intimate from the point of view of working economy that only an expert is competent to produce a set of plans that are at once complete and consistent. Such plans usually cost more than the barn architect's guess; but the dealer who wants to make money by saving money will find the expert's plans the cheaper because a house built from such designs never ceases to be a money saver.

They get it "going and coming" in the Northwest. The farmers accuse the big companies of hammering prices and gouging on the dockage when and where they have the power; while more recently Nels Johnson of Gibbon, Minn., filed a complaint with the Attorney-General that the line elevators at that point are keeping prices above the market price so that he cannot afford to buy grain. Sufficient evidence was not presented to the Attorney-General to warrant proceedings in the case, which is hard on Mr. Johnson, of course. He probably occupies the anomalous position of all "farmers' friends." They jolly him when he fights the "trust" and pays the better price, only to drop him in the sink when the "trust" overbids. Virtue is its own reward, but it seldom pays in cash.

The grain trade is not the only one in which the sophisticated order bill of lading has been in recent evidence, "Fruit and Produce" reporting from time to time cases of swindling by doctored bills used by supposed-to-be egg shippers. "Fruit and Produce," however, is probably in error in giving currency to a victim's supposition that "the railroad company is responsible for the bill of lading," meaning thereby that it is responsible for the altered bill, which is not the case. An altered bill is a forged bill, and whoever handles it as paper does so at his own risk, even without notice. It is that fact that makes it necessary that there should be a radical reform in the methods of issuing bills of lading, and this reform must come via the railway companies, which unfortunately give now no sign of taking any interest in this important matter, save to try to foist upon the public a "uniform bill" that would relieve them of all liability

for loss and damage and prevent its use as negotiable paper and thereby make the issuance of any bill of lading at all a work of supererogation.

The American Malt Co. succeeds the American Malting Co., the process of succession squeezing 38 per cent of the water out of the preferred and 56 per cent out of the common stock, a heroic liquidation, so to say. It would be difficult to recall a more scandalous syndication than the American Malting Co., which for some years at least did not earn a dividend, although the company began paying them at 7 per cent within a few weeks of its organization and even before it had obtained possession of all its properties or was really able to open a profit and loss account. But its successor is likely to be more conservative for several reasons, chief of which seems to be that it is endeavoring to do a malting business on the square, and confine itself to that.

A professional co-operative elevator promoter demands that "farmers should price their own products. For six thousand years other people have been pricing the farmer's products." Is he differently situated, then, than other people? The buyer always "prices" the products he buys except in so few cases they do not count. In the equalization of demand and supply the seller has really but little to say in the long run about prices. These are based wholly on what people are willing to pay, and when the seller goes farther than that in "pricing" his products he can't sell at all. If Chicago "makes the prices" it is only because at Chicago the demand and supply of grain are equalized by the world's buyers. If farmers would but study the "dismal science" of economics more carefully they would less easily be made the dupes of windbags.

Shippers have long enjoyed the advantages of the sharp competition of commission men in all markets for their business. This competition has taken many forms, not necessary to recall to shippers. If not the most useful service to the country dealer, yet the most costly to the receiver, was the old Chicago practice of permitting the commission men to act as bankers for their patrons without charge. Few dealers stopped to consider that individually they were but one of hundreds who were simultaneously enjoying cash advances that cost the receiver the interest charge, which in the aggregate amounted to enormous sums. This privilege, like all its kind, was outrageously abused. Individual receiving firms often had at certain seasons hundreds of thousands of dollars out in the country in the hands of men, few of whom really appreciated the burden they were making of themselves. Other markets long since put a stop to this; and now Chicago has felt obliged to do the like in self-defense. The country dealer who needs cash should go to the local bankers and get it; the commission man can serve his patrons in other ways and does so freely. But he should not be expected

to "carry all creation" at his banker's—that isn't his legitimate business.

The Senate will pass the Hepburn bill, but it will have amendments giving the carriers the right of appeal from the Commerce Commission. This is probably necessary to give the bill a standing in the United States Supreme Court; but the public should demand that these amendments be drawn to give the roads only the right of appeal—not the power of interminably protracting litigation to wear out complainants. Mr. Carnegie was right in saying that the roads have their own law departments and are never worried about hasty adjudications of causes of this character. He was wrong only in his innocent supposition that two kinds of law could stand side by side on the American statute book—one kind for the rich and powerful and another kind for the poor and the meek. Mr. Carnegie never seems to have become quite acclimated to this country and its "Triumphant Democracy," after all.

The farmers' elevator company at Kilbourne, Ill., under pressure, has decided to quit. This company was one of those who fell into the puddle of the National Farmers' Exchange, which handled its grain. The Exchange promised impossible things, of course, and after sucking the orange dry demanded an additional assessment. This broke the back of the camel. The Exchange claimed to be represented on "all the boards of trade" and to operate several elevators throughout the United States and Illinois, but an investigation proved that their only elevator, besides those at Kilbourne and Long Branch, Ill., was one located at Van Petten, a small town near Sterling, Ill., which was controlled by A. G. Van Petten, the "national treasurer" of the concern. It is just barely possible that hereafter the farmers about Kilbourne and Long Branch will try to find an honest dealer nearer home and won't need a searchlight to find him, either.

All through the uniform bill of lading controversy, covering two years, Philadelphia has either stood aloof or on the side of the carriers. Even as late as April 27 the Commercial Exchange directors, says the Ledger, decided to "take no steps to obtain legislation looking to a new uniform bill of lading," the board thinking such action "premature in view of the probability of a meeting of traffic interests in all parts of the country, at which, it is expected, a measure will be formulated that will give satisfaction to all concerned." These directors must indeed be as acute as the proverbial "Philadelphia lawyer" if they can see any sign in the heavens that points to a settlement of the question except by national legislation. However, the directors did authorize the statement that, "A committee will probably go to Washington to-day to represent the Exchange at a hearing to be given the American Bankers' Association, which is urging congressional action to have the bill made uniform," without, however, committing the committee to either side of the question at issue.

TRADE NOTES

G. Henderson, the well-known machinery salesman, until recently with Kingsland-Kay-Cook Manufacturing Company, St. Louis, is now with Skillin & Richards Manufacturing Company, manufacturers of elevating and conveying machinery, Chicago.

L. B. Weisenburgh, who has opened an office at 17 Cathedral Avenue, Winnipeg, Man., for the sale of American flour mill and elevator machinery, has the agency for western Canada for the full line of grain cleaning machinery made by the S. Howes Company of Silver Creek, N. Y.

Elsewhere in this paper will be found the announcement of the Prinz & Rau Manufacturing Company of Milwaukee, Wis., calling attention to a new separator. In next month's issue the company will have something further to say about these machines that will be of general interest to the trade.

The Wolf Machinery Company has been organized at Minneapolis, Minn., by J. M. Allen, manager of The Wolf Company's Minneapolis office, and J. W. Hare, a dealer in gasoline engines. The company will handle The Wolf Company's line of machinery and a general line of gas and gasoline engines.

The Beall Improvements Company of Decatur, Ill., announces that it is enjoying the best business it has ever had and the prospects are exceedingly bright for the future. The company is now making a full line of grain cleaning machinery, consisting of aspirators, receiving separators, elevator separators, milling separators, wheat scourers and wheat polishers, and is sparing no expense in making them high grade in every respect. Among recent sales is that of two No. 4 Rotating Corn Cleaners to the Shellabarger Elevator Company of Decatur, Ill. The latter company's opinion of these machines may be had by turning to the Beall Improvements Company's advertisement on another page.

"Spring Painting" is the title of the latest publication of the Joseph Dixon Crucible Company, Jersey City, N. J. It is issued by the company's paint department and is devoted to Dixon's Silica Graphite Paint. This paint has been found to be the best preservative for wood and iron, owing to the peculiar properties of Dixon's Ticonderoga Flake Graphite, which forms the base. As a paint for elevators it is most desirable from its ease of application, low cost and great wearing qualities. Owners of elevators who contemplate any spring painting should send for a copy of this publication. It is intended that it shall have a wide circulation and to this end any of our readers may secure a copy without cost by requesting the Dixon company to send a copy of Pamphlet B-17.

The Manufacturers' Advertising Bureau, which has been located on Liberty Street for many years, has removed to 237 Broadway, New York City. Probably no concern in the advertising line is as favorably and well known to the machinery trade throughout the United States as the Manufacturers' Advertising Bureau and its proprietor, Benjamin R. Western. The bureau has been established since 1877 and has made a specialty of machinery advertising for many years and is considered an authority on that subject. For some time, however, the Liberty Street offices have been cramped for space and it is in order to meet the demand for more room and better facilities that the change in location has been made. The bureau intends also to broaden somewhat the scope of its work, and while particular attention will be paid to advertising in the trade and technical journals as heretofore, it will be

equipped to handle advertising in the newspapers, magazines and all other periodicals as well.

A Canadian branch has been established at Sherbrooke, Que., by the Olds Gas Power Company of Lansing, Mich. E. A. Fox, general manager of the company in Canada, will make this point headquarters in the future.

The Richardson Scale Company is now prepared to supply a combined Automatic Scale and Flour Packer to pack flour in eighths and sixteenths. One machine will handle 12½ to 24 pound bags and the second machine will handle 24 to 48 pound bags.

The New Era Gas Engine Company of Dayton, Ohio, has for over six years been manufacturing the "Little Giant" Gas and Gasoline Engine, which has been remarkably successful wherever used. Heretofore this engine has been made in one size only, that of 5-horsepower horizontal. Its great success, however, has induced the company to give it a wider field of usefulness. To meet the demand for a wider range of sizes than at first anticipated, the company has put in a full line from 1½ to 20 horsepower. A special catalogue of 16 pages has been issued describing this line and will be sent on request to those who are interested. The company will also continue to build the "New Era" in sizes from 8 to 125 horsepower, to supply the wants of those who desire a first-class, high-grade gas and gasoline engine.

THE UNIFORM BILL OF LADING.

All hope of an agreement by the joint committee on the uniform bill of lading is practically at an end. The railways, instead of yielding in any respect to the demands of the shipping public for a fair bill of lading, have rather increased their exactions by demanding that the initial carrier shall be relieved of all responsibility for a shipment after it leaves that carrier's line even on a uniform bill of lading. It is now rumored that the lines in Official Classification territory will put the objectionable in force on July 1 next.

The situation so far as the grain dealer is concerned is complicated by the widely divergent views held by shippers regarding the uniform bill. For example, the New York Commercial Bulletin publishes the following letter to John M. Glenn, secretary of the Illinois Manufacturers' Association, who has organized the fight against the uniform bill, by W. H. Chandler, traffic manager for Francis H. Leggett & Co. and the Seacoast Canning Co., who says:

If your object is to question the legality of all the terms of the bill of lading that conflict with the common law liability of the carriers, I seriously doubt if you could prove that all the rates in the territory subject to this bill of lading and classification are reasonable and fair for the service performed under common law liability.

The bill of lading is embraced in the classification and comes under the rules which are shown in it. The rates per se mean nothing, but with the classification form a whole which governs the transit of merchandise under conditions which are a part of the tariff. Now your proposition leads up to more than a bill of lading fight; you must question the classification, and the right of the roads to change, amend and fix it; you, no doubt, know the attitude of the Interstate Commerce Commission on this subject when the classification of 1900 was published and will remember the ruling at that time.

The transportation lines intend to give the freedom of choice, as I understand it. The opinion expressed makes very clear the obligation of the road in this respect.

The consideration is that the shipper obtains a lower rate if he accepts the terms of the bill of lading. Interstate rates are not fixed by law at the present time and therefore the carriers appear to have the right to fix their tariffs and the rules governing them.

The rates are governed by the official classification, which expressly states that a higher rate by 20 per cent will be charged if the terms of the uniform bill of lading are not agreed to; therefore I claim the rates are legal to that extent only and the Commission so agrees by accepting the tariff. A tariff showing class rates without a classification

would be as meaningless as Sanskrit to an Esquimaux.

As the tariff is subject to a classification, and the rates named apply only to shipments made subject to that classification, which makes the use of the uniform bill of lading obligatory unless the shipper elects to pay 20 per cent more, there is a freedom of choice. Should the present rates be made the tariff under the conditions you proposed, viz., common law liability, and were the roads to offer a reduction of 20 per cent when terms of the uniform bill of lading were complied with and enforced, I have grave doubts about the willingness of any shipper to pay the higher rate for the additional protection.

I do not wish to be understood as being too favorably disposed toward the roads. I agree with you that the conditions of this bill of lading have been made too favorable to the transportation lines, and the interest of the shipper would be ignored in many respects if all the conditions were enforced. It is my opinion, however, and my opinion is based on experience, both as a transportation man and as a shipper, that in order to successfully accomplish anything in this direction the classification must be placed under the same restrictions as the rates, not only in each state, but in interstate business.

Now, you say you have prevented the uniform bill of lading (as revised) from taking effect. You have in one sense only, and that is on the size or form of it; and frankly, I believe it is to our interest to co-operate with the railroads in this particular respect for our own good. I have billed freight, and know too much about the difficulties expressed by billing clerks to see it any other way. If we can assist in reducing mistakes we derive a direct benefit from it, our customers are helped, and business is made easier. This you have prevented, but you have not stopped the operation of the 20 per cent clause. It is just as effective to-day as ever. It is at the top of every page in the classification. The fact that it is not in the bill of lading does not change conditions of transportation so long as the rates are governed by the classification and not by the bill of lading.

In the last paragraph of your letter you sound the keynote of the shippers' complaint. You say the rates are high enough at present without the conditions imposed by the classification, but you are not making a direct fight on this point. If it is the rate you wish to attack, why not make the fight right there? As I have said before, I think it is the classification and not the bill of lading you wish changed. The roads cannot change an interstate rate by the issuance of a bill of lading. The legal rate is the rate filed in accordance with the law, and so long as that rate is governed by the classification no other rate can obtain.

The joint committee named above is composed of the following named gentlemen: Acting for the railroads—Messrs. F. J. Firth, chairman uniform bill of lading committee; D. B. Caldwell, vice-president Delaware, Lackawanna & Western Railroad; E. L. Somers, freight traffic manager New York, New Haven & Hartford Railroad; D. T. McCabe, freight traffic manager Pennsylvania Lines West; B. B. Mitchell, general freight traffic manager Michigan Central Railroad. Acting for the shippers—Messrs. John E. Wilder, Wilder & Co., Chicago; B. A. Eckhart, Eckhart & Swan Milling Co., Chicago; F. T. Bentley, Illinois Steel Co., Chicago; A. J. Tomey, Tomey Bros., New York, and O. P. Gothlin, National Cash Register Co., Dayton, Ohio.

The warehouse of the Crouch Grain Co. at Temple, Texas, was destroyed by a fire of unknown origin on the night of March 21. The loss is estimated at \$1,000, with partial insurance.

The Woolner Distilling Company of Peoria knocked out the Illinois Car Service Association in a suit decided a few days ago, the jury bringing in a verdict 12½ cents per day as a reasonable charge for car service.

The Territorial Board of Agriculture gives the following figures for the estimated crops of Oklahoma and Indiana Territory in 1905; Oklahoma: Wheat, 11,764,114 bushels, amount on hand March 1, 1906, 1,882,259 bushels; corn, 48,144,584 bushels, about 5,000,000 bushels on hand March 1; oats, 9,718,586 bushels, with 3,012,142 bushels on hand March 1. The Indian Territory wheat crop was estimated at 2,702,610 bushels, amount on hand March 1, 297,287 bushels; the corn crop was 62,297,784 bushels, with 18,689,325 bushels on hand March 1; oats, 7,257,852 bushels, with 2,249,934 bushels on hand March 1.

RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of March, 1906:

BALTIMORE—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	143,483	80,280	43,470	.....
Corn, bushels.....	2,780,845	1,608,495	3,000,200	1,741,647
Oats, bushels.....	507,085	170,836	450,144	658
Barley, bushels.....	1,867	.....	.....	.....
Rye, bushels.....	87,038	39,571	47,141	.....
Timothy Seed, lbs.....	704	814	1,603	643
Clover Seed, lbs.....	1,654	12,026	145	.....
Hay, tons.....	4,945	5,533	1,627	1,328
Flour, bbls.....	200,718	163,258	139,114	90,139

BOSTON—Reported by Daniel D. Moss, acting secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Flour, bbls.....	183,796	150,149	51,145	19,344
Wheat, bushels.....	1,027,939	8,168	852,091	210,963
Corn, bushels.....	817,728	1,604,655	945,316	1,315,398
Oats, bushels.....	375,735	322,096	244,040	4,040
Barley, bushels.....	11,228	131,096	145,428	161,216
Flax Seed, bushels.....	.....	8,765	.....	.....
Mill Feed, tons.....	960	96	149	.....
Cornmeal, bbls.....	2,715	4,440	1,010	678
Oatmeal, bbls.....	19,502	23,599	18,137	12,128
Oatmeal, sacks.....	4,873	9,384	4,638	7,862
Hay, tons.....	10,900	12,910	1,464	1,771

CHICAGO—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	319,058	1,182,000	904,402	1,088,754
Corn, bushels.....	6,031,912	14,808,100	4,962,194	7,873,103
Oats, bushels.....	6,147,694	9,095,450	5,753,562	4,617,309
Barley, bushels.....	1,720,710	2,714,037	491,952	520,772
Rye, bushels.....	110,411	109,100	80,429	146,585
Timothy Seed, lbs.....	3,869,340	10,918,718	2,096,358	2,735,311
Clover Seed, lbs.....	924,513	275,046	417,096	738,983
Other Grass Seed, lbs.....	1,435,905	3,638,300	5,815,410	5,319,179
Flax Seed, bushels.....	92,000	273,160	6,755	8,102
Broom Corn, lbs.....	826,920	2,190,110	460,055	732,123
Hay, tons.....	18,729	29,753	2,810	1,398
Flour, bbls.....	828,756	836,002	721,487	697,362

CINCINNATI—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	312,260	112,496	299,238	66,640
Corn, bushels.....	609,818	797,346	329,424	303,614
Oats, bushels.....	580,446	460,781	414,477	345,083
Barley, bushels.....	109,536	132,315	15,566	7,199
Malt, bushels.....	190,540	144,023	64,798	72,990
Rye, bushels.....	42,882	74,426	39,416	39,608
Timothy Seed, bags.....	6,145	2,750	2,825	5,964
Clover Seed, bags.....	3,790	7,202	4,822	6,483
Other Grass Seed, bags.....	10,076	9,417	11,334	11,319
Hay, tons.....	18,263	12,574	15,884	6,425
Flour, bbls.....	159,007	127,963	124,896	70,205

CLEVELAND—Reported by M. A. Havens, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	154,576	128,874	53,786	10,759
Corn, bushels.....	752,804	774,925	560,571	638,914
Oats, bushels.....	339,439	258,519	129,160	94,979
Barley, bushels.....	90,028	23,002	.....	.....
Rye and other cereals, bu.....	1,610	1,580	893	.....
Hay, tons.....	3,585	4,165	749	620
Flour, bbls.....	6,509	4,613	1,824	2,087

DETROIT—Reported by F. W. Waring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	120,296	63,036	33,367	17,246
Corn, bushels.....	646,828	635,315	312,246	216,778
Oats, bushels.....	351,575	255,952	18,742	23,673
Barley, bushels.....	273,328	230,408	7,959	1,900
Rye, bushels.....	15,321	10,403	31,528	20,496
Flour, bbls.....	22,300	23,200	11,200	8,200

DULUTH—Reported by H. B. Moore, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	1,522,398	324,191	47,173	129,850
Corn, bushels.....	739,639	974,342	60,844	38,758
Barley, bushels.....	356,186	26,739	30,075	23,016
Rye, bushels.....	34,079	2,404	1,776	1,179
Flax Seed, bushels.....	1,229,540	175,884	1,250	174,460
Flour, bbls.....	141,275	100,560	82,775	43,505

GALVESTON—Reported by C. McD. Robinson, chief inspector of the Cotton Exchange and Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....		204,000	.....	.....
Corn, bushels.....		1,109,579	1,134,341	.....
Barley, bushels.....		110,600	.....	.....

KANSAS CITY—Reported by E. D. Bigelow, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	902,000	1,704,500	907,000	1,272,600
Corn, bushels.....	702,000	1,080,300	821,000	1,587,500
Oats, bushels.....	567,000	554,400	562,000	500,400
Barley, bushels.....	40,000	41,000	28,000	13,000
Rye, bushels.....	.....	.....	3,000	10,400
Brans, tons.....	405	255	2,250	2,805
Flax Seed, bushels.....	.....	.....	.....	.....
Hay, tons.....	13,600	15,810	.....	5,710
Flour, bbls.....	.....	.....	109,000	101,600

MILWAUKEE—Reported by Wm. J. Langson, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	328,240	455,840	57,220	171,797
Corn, bushels.....	927,200	286,000	947,914	248,108
Oats, bushels.....	732,400	830,700	459,297	607,113
Barley, bushels.....	1,128,600	1,041,200	590,209	512,678
Rye, bushels.....	44,000	69,600	21,381	17,800
Timothy Seed, lbs.....	54,345	762,890	205,050	1,479,005
Clover Seed, lbs.....	145,305	578,250	498,861	618,020
Flax Seed, bushels.....	54,080	14,840	.....	.....
Hay, tons.....	1,783	3,251	34	114
Flour, bbls.....	217,075	95,500	234,224	211,696

MINNEAPOLIS—Reported by L. T. Jammie, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1906.	1905.	1906.	1905.
Wheat, bushels.....	8,418,840	6,921,490	1,628,880	2,451,490
Corn, bushels.....	333,830	562,780	304,470	82,300
Oats, bushels.....	1,900,550	1,701,860	3,947,130	1,105,180
Barley, bushels.....	813,310	1,098,090	997,030	1,040,640
Rye, bushels.....	77,880	88,380	54,170	98,980
Flax Seed, bushels.....	1,013,030	307,600	412,710	146,460
Hay, tons.....	3,069	3,288	200	209
Flour, bbls.....	24,809	30,739	1,173,686	1,320,370

MONTREAL—Reported by George Hadrill, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1905.	1906.	1905.	1906.
Wheat, bushels.....	184,913	108,857	1,500	.....
Corn, bushels.....	20,208	10,447	6,150	.....
Oats, bushels.....	153,423	108,800	3,200	.....
Barley, bushels.....	25,040	12,027	1,000	.....
Rye, bushels.....	.....	.....	.....	.....
Flaxseed, bushels.....	.....	27,229	.....	.....
Flour, barrels.....	35,924	24,550	105,000	98,850

NEW ORLEANS—Reported by H. S. Herring, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1905.	1906.	1905.	1906.
Wheat, bushels.....	152,400	.....	203,400	.....
Corn, bushels.....	2,283,000	4,625,000	2,597,924	3,124,255
Oats, bushels.....	1,440,000	187,000	767,675	10,190
Barley, bushels.....	.....	.....	.....	.....
Rough rice.....	.....	.....	.....	.....
Clean rice pockets.....	.....	.....	.....	.....
Hay, bales.....	51,480	.....	6,334	.....
*Flour, bbls.....	56,911	52,016	139,471	37,315

*Through shipments of flour for export not included in receipts.

OMAHA—Reported by A. H. Merchant, secretary of the Grain Exchange.

Articles.	Receipts.		Shipments.	
	1905.	1906.	1905.	1906.
Wheat, bu.....	237,600	.....	267,000	.....
Corn, bu.....	1,710,500	.....	1,744,000	.....
Oats, bu.....	1,249,600	.....	1,113,000	.....
Barley, bu.....	.....	.....	.....	.....
Rye, bu.....	10,000	.....	15,000	.....

PEORIA—Reported by R. C. Grier, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1905.	1906.	1905.	1906.
Wheat, bushels.....	86,100	79,200	42,684	86,400
Corn, bushels.....	1,361,800	1,078,000	488,400	728,000
Oats, bushels.....	1,939,500	1,062,600	2,115,500	1,276,300
Barley, bushels.....	323,000	271,700	177,000	180,200
Rye, bushels.....	21,000	30,800	6,200	8,800
Mill Feed, tons.....	1,419	2,595	2,825	4,351
Spirits and Liquors, bbls.....	.....	.....	.....	.....
Syrups and Glucose, bbls.....	.....	.....	.....	.....
Seeds, lbs.....	300,000	90,000	120,000	30,000
Broom Corn, lbs.....	165,000	.....	231,500	210,000
Hay, tons.....	4,430	5,520	1,180	1,330
Flour, bbls.....	78,370	79,600	81,670	109,150

PHILADELPHIA—Reported by L. J. Logan, secretary of the Commercial Exchange.

Articles.	Receipts.		Shipments.	
	1905.	1906.	1905.	1906.
Wheat, bushels.....	273,686	38,108	154,400	.....
Corn, bushels.....	590,873	878,845	1,349,979	712,477
Oats, bushels.....	1,377,330	371,929	1,359,551	.....
Barley, bushels.....	49,600	25,600	.....	.....
Rye, bushels.....	3,200	4,800	.....	.....
Timothy Seed, bags.....	250	.....	.....	.....
Clover Seed, bags.....	250	450	.....	.....
Flax Seed, bushels.....	48,800	46,400	.....	.....
Hay, tons.....	6,550	7,910	.....	.....
Flour, bbls.....	216,092	196,308	130,497	85,534

ST. LOUIS—Reported by Geo. H. Morgan, secretary of the Merchants' Exchange.

Wheat, bushels.....	814,150	1,138,100	1,208,740	1,577,850
"sacks.....	3,422	11,459	800	904
Corn, bushels.....	1,719,600	1,767,000	1,587,800	1,239,600
"sacks.....	4,540	3,078	47,490	37,082
Oats, bushels.....	2,398,600	1,796,850	2,206,200	1,435,265
"sacks.....		568	64,370	38,538
Barley, bushels.....	290,000	367,500	17,490	26,160
"sacks.....				48
Rye, bushels.....	21,000	48,000	42,250	47,955
"sacks.....		8		474
Grass Seed, bushels.....				
Flax Seed, bushels.....				
Mill Feed, tons.....	17,005	23,315		
Hay, tons.....		23,315	7,680	9,641
Flour, bbls.....	184,535	230,175	201,970	800,945

ELEVATOR AND GRAIN NEWS

IOWA.

A farmers' elevator is projected at Plymouth, Iowa.

The Soo Elevator at Worthington, Iowa, has been sold.

The new elevator at Denver, Iowa, has been completed.

A farmers' elevator company has been organized at Glidden, Iowa.

A farmers' co-operative elevator is projected at Eagle Grove, Iowa.

A farmers' elevator company has been incorporated at Ocheyedan, Iowa.

A farmers' co-operative elevator company has been organized at Garner, Iowa.

The farmers in the vicinity of Graetinger, Iowa, will organize an elevator company.

The Gilbert Elevator Co. has been organized by the farmers in the vicinity of Gilbert, Iowa.

The Farmers' Grain & Coal Co. of Knierim, Iowa, has been incorporated with a capital of \$3,000.

The Farmers' Elevator Co. of Kanawha, Iowa, has purchased the elevator of C. M. Gowdy for \$4,500.

Kitzmiller & Schultz have succeeded Kitzmiller & Foote in their grain business at Parkersburg, Iowa.

The Farmers' Grain, Lumber and Live Stock Co. has been incorporated at Ogden, Iowa, with a capital of \$15,000.

A company has been organized at Iowa Falls, Iowa, with a capital of \$5,000, to be known as the Farmers' Mutual Elevator Co.

The Farmers' Co-operative Co. of Allison, Iowa, has entered into a contract to purchase the elevator of A. J. Froning at that point.

It is reported that A. W. Carey and Albert Brodie have dissolved their partnership in the grain business at Fredericksburg, Iowa.

Frank Magee has purchased the elevator at Maynard, Iowa. Will Miller, who has been in charge, has moved to Greene, Iowa, where he will run an elevator.

The first annual meeting of the Farmers' Elevator Company of Gilman, Iowa, was held last month. It was decided to establish a branch at Newburg, Iowa.

The Farmers' Elevator Co. of Rake, Iowa, has rented the elevator of F. S. Livermore for two years, with the option of purchase at the end of that time for \$3,500.

The Stevens elevator property at Red Oak, Iowa, has been purchased by the Thos. D. Murphy Company, manufacturers of art almanacs, who will use the site for an extension of its plant.

Articles of incorporation have been filed for the Ober-Kingsbury Grain Company, of Mason City, Iowa, with a capital stock listed at \$200,000. A. L. Ober is president and F. A. Kingsbury vice-president. The company has purchased the Loomis-Johnson-Lee line of elevators. Earl Hoadley, manager for the Loomis Company, retains his position under the new owners.

ILLINOIS.

The Hupp Grain Co. will build a new elevator at Greensburg, Ill.

O'Hara, King & Co. have sold out their grain business at Carlock, Ill.

Morrison & Whalen have dissolved partnership in the grain business at Rowe, Ill.

Frank Yates of Ludlow, Ill., has purchased the Susdorf Elevator at Prospect, Ill.

V. Hawthorne's new elevator at La Place, Ill., is practically completed and will shortly be opened.

The Farmers' Co-operative Grain Co. of Farmingdale, Ill., has been incorporated with \$5,000 capital.

The Farmers' Elevator Co. of Hillsboro, Ill., has purchased the Witt Elevator at that place for \$4,000.

The secretary of state has issued a license to the Williamsville Grain Company, Williamsville, Ill., capital, \$5,000, to deal in grain and farm im-

plements; incorporators: P. J. Telfer, John W. Yocum and W. F. Merriam.

The Farmers' Elevator Co. of Lowder, Ill., has increased its capital stock from \$6,000 to \$7,000.

It is reported that D. K. Shearer of Wyoming will build an elevator at Speer, Ill., this spring.

J. F. Hagener has sold one of his elevators at Bluff Springs, Ill., to Schultz & Baujan of Beardstown, Ill.

The Rogers Grain Co. of Lexington, Ill., is preparing to move its north elevator to the side of its larger plant.

The L. B. F. Grain Co. has been incorporated at Long Branch, Ill., by C. L. Niedere, H. J. Morg and H. L. Halm. Capital, \$3,500.

O. A. Means & Co. have sold their elevator and grain business at Cooksville, Ill., to the Cooksville Grain Co., a farmers' organization.

The Saunemin Grain Association has completed the purchase of the old elevator at Eylar, Ill. A new elevator will be built on the site.

M. F. Murphy & Co., who conduct a grain business at Bates and Loami, Ill., have incorporated under the title of the Illinois Grain Co.

Wheelock & Peterson Brothers have bought the Hopwood Bros.' elevator, coal and implement business at East Lynn, Ill., and have taken possession.

Whipple & Barr of Plainfield, Ill., have purchased the grain elevator and coal yard of J. A. Shimp at Frontenac, Ill. Mr. Shimp will remain in charge.

James Hearn and Patrick O'Brien have bought the Morse Elevator at Buda, Ill., and will engage in the grain business; the firm will be known as Hearn & O'Brien.

George Susdorf & Son of Rantoul, Ill., have purchased the elevator at Weldon, Ill., for \$10,200. William Susdorf will have charge of the plant, taking possession May 1.

The Raven Elevator Co. has been incorporated at Paris, Ill., with a capital stock of \$6,000. The incorporators are: William M. Smith, Josiah Bonwell and James A. Earhart.

The Tucker Grain and Coal Company has been incorporated at Tucker, Ill., with a capital of \$8,500. The incorporators are: J. L. Leclair, Henry F. Ruel and Louis Breault.

The Cleveland Grain Company has purchased land in the vicinity of Beech Grove, Ill., where the Big Four is to erect its new shops, and will erect a large grain elevator thereon.

H. J. Sternberg has sold his hay, grain, flour and feed business at Crete, Ill., including his store and elevator, to William Seggebruch, who will conduct the business in the future.

The Witt Elevator Co. has completed its organization at Witt, and has purchased the Spanagel Elevator in Witt, formerly owned by Dixon & Shuping. The purchase price was \$4,000.

The Heyworth Grain, Coal and Lumber Company has been incorporated at Heyworth, Ill., with a capital of \$10,000. The incorporators are: E. I. Gardiner, T. J. Casey, George W. Bell.

Lon and Delph Culp of Tower Hill, Ill., have purchased the elevator and grain business of the Clark-Price Elevator Co. of that place. Messrs. Culp will handle a complete line of farming implements also.

Williams & Slate, who some time since traded their elevator at Monticello, Ill., to C. Schurtz of Stanford, Ill., for 625 acres of land in Texas, are arranging to close out their coal, feed and implement business.

G. S. Conard & Co. are tearing down the old elevator at Elwin, Ill., and will erect a new plant on the site. They will use a portable dump to handle the grain they receive, until their new house is ready for use.

A receiver has been appointed over the New Holland (Ill.) Grain Co., on the application of Fred J. Rapp of San Jose, one of the stockholders. A judgment had been previously obtained against the company for \$1,100.

Beggs & Lynd have incorporated under the title of the Central Illinois Grain Co. They conduct a grain business at Elkhart, Ill. The new company has also taken over the grain business of Beggs, Lynd & Husman at Tallula, Ill.

Wm. Murray of Champaign, Ill., has purchased the elevator at Armstrong, Ill., which was one of the line of elevators run by the late R. G. Risser. Mr. Murray also operates an elevator at Savoy, Ill., which he bought from Mr. Risser four years ago.

A. C. Kaiser of Tonica, Ill., has purchased the Bongard Elevator, situated northeast of Tuscola, Ill., on the Frisco, from J. A. Corbett of Philo, Ill. The elevator is an up-to-date, house in one of the best corn districts of central Illinois. Mr. Kaiser was a member of the firm of Kaiser Bros.,

who formerly conducted a grain business at Parnell, Ill. His brother, L. J. Kaiser, is in the grain business at Newman, Ill. The deal was put through by C. A. Burks & Co., of Decatur, Ill.

The Burlington Railroad Co. is drawing plans for a new elevator to take the place of the Union Elevator, which was burned at East St. Louis, Ill., on February 3. The new building will be larger than the old one and will cost approximately \$200,000.

Thomas Phillips has sold his grain business at Morris, Ill., to the Morris Grain Co. Some time ago Mr. Phillips sold his elevator property to the Morris Terminal Railway Co. and he has now completed the winding up of his business and intends to make his future home in California.

The Tucker Grain & Coal Co. of Kankakee, Ill., has decided to erect an elevator of its own in place of buying the elevator of Mrs. R. G. Risser as was at first proposed. The elevator which the company proposes building, will cost about \$3,500 and will have a capacity of 35,000 bushels.

The Danvers (Ill.) Farmers' Elevator Co. has secured a lease from the Big Four Railroad Company for a strip of ground 150 by 37 feet, lying south of the Big Four track and east of the main street in Woodruff, Ill., for elevator purposes. The company will build an elevator with 20,000 bushels' capacity at once.

Secretary Strong of the Illinois Grain Dealers' Association, in his April sheet of corrections to the directory, reports the following among other changes of dealers in Illinois: C. H. Wood succeeds Harris, Scotten Co. at Blodgett; C. J. Meyer, late of Peotone, has gone to Andres on the S. S. & M.; R. Keaton succeeds Bruyn at Paxton; Frank Yates succeeds Susdorf & Son at Prospect.

The McClure Grain Co., which has elevators at Osbornville, Buckhart and Mt. Auburn, Ill., and the Russell Grain Co., with an elevator at Bolivia, Ill., have consolidated their elevators with the National Elevator Co. of Indianapolis. There will be no change in the management of these concerns. W. D. McClure, Clark Russell and F. M. Murphy will still retain their interests in the business.

The Burrell Engineering Company of Chicago has completed plans for and will erect a grain elevator at Garrett, Ill., for C. A. Burks, Decatur, Ill. It will be 30x30 feet in ground dimensions and 40 feet high, be of cribbed frame construction, covered with galvanized iron, with concrete foundation. It will have a capacity of 25,000 bushels, and cost \$6,500. The contracts for machinery and elevator are let.

OHIO, INDIANA AND MICHIGAN.

The Elmira Elevator Co. has taken over the elevator of Geo. Smith at West Unity, Ohio.

Rauch & Lefler have succeeded to the grain business of Rauch, Lefler & Walton at St. Paul, Ind.

Sam Noragan has entered into partnership with D. A. Baker in the latter's grain business at Butler, Ind.

A. Wasmuth & Sons Co. have ordered an improved Hall Distributor for their plant at Ranoke, Ind.

Schulenberg & Schulenberg have succeeded Silver & Weber in their grain business at Huntington, Ind.

Carl Sims, the proprietor of an elevator at Cyclone, Ind., has bought a mill and elevator at Lionsville, Ind.

The Reed-Bear Grain Co. of Hicksville, Ohio, will enlarge and remodel their elevator at Sherwood, Ohio, this spring.

The Carr Milling Co. is building grain bins, with a capacity of 50,000 bushels of grain, in connection with its mill at Hamilton, Ohio.

The Sterling Elevator Co. has practically completed its new elevator at Sterling, Mich., at a cost of \$6,000. Jessie A. Hamlin is the president of the company.

James A. Slocum of Saginaw County has bought the Carr & Granger elevator at Mt. Pleasant, Mich., operated for several years by J. T. Horning of Detroit, and took immediate possession.

The elevators of F. A. Bickle and Greeley & Co. of Sandusky, Mich., have been sold to the Wallace-Orr Co. of Bay Port, Mich. The new proprietors will take charge on July 1. Mr. Bickle will in future devote his entire attention to his flour mills at Sandusky.

Barnard & Leas Manufacturing Company has been awarded the contract for the building of an additional modern structure to the elevator owned by T. W. King & Son on East Canal Street, Wabash, Ind. The new building will be 23x30 feet, foundation dimensions, and 73 feet high. The

elevator will have four cribs. On the north side dumps and scales will be installed. The sides of the building will be covered with iron and a slate roof will cover the building.

The Ireton Bros. & Eikenberry elevator at Delphos, Ohio, has been purchased by Isaac Burkholder and Dwight Judkins, who will take charge about the first of May. The new firm will be known as Burkholder & Judkins.

Thieves visited the elevator of Thomas New at Maxwell, Ind., on March 26 and carried away everything portable they could find. The brass was removed from the 1,200-bushel scales, valuable castings are missing and a general havoc was made of the interior.

G. W. Lesh of Bluffton, Ind., has purchased an interest in the Lesh Bros.' elevator at Markle, Ind., and will undertake the management of the house. Daniel and Douglas Lesh, the other owners, are both farmers and cannot devote the necessary time to the operation of the elevator.

The Peirce Grain & Hay Co. of Van Wert, Ohio, has been incorporated with a capital of \$30,000 by Charles A. Peirce, Jennie C. Peirce, Lola B. Campbell, Clarence Gilfillan and A. G. Sheller. J. W. McMillen has sold his grain business and elevators at Scott and Cavett, Ohio, to the new company. The elevator recently burned at Cavett will be rebuilt.

MINNESOTA AND WISCONSIN.

A farmers' elevator company has been organized at Glyndon, Minn.

A farmers' elevator company is being organized at St. Charles, Minn.

A farmers' elevator company has been organized at Buffalo Lake, Minn.

The farmers around Olivia, Minn., will build an elevator at that point.

The Jenkins Elevator Co. has closed its elevator at Felton, Minn.

G. O. Miller of Porter, Minn., will build a new elevator at Burr, Minn.

The Concrete Elevator Co. is building an addition to its plant in Minneapolis, Minn.

The Inter-State Contractors of Imogen, Minn., have ordered an improved Hall Distributor.

Andrew Teslow has closed his elevator at Hoffman, Minn., and will not reopen it until August.

The Lake Park Farmers' Elevator Co. has been incorporated with a capital of \$15,000, at Lake Park, Minn.

The Farmers' Elevator Co. at Audubon, Minn., has been notified that it must seek a new location for its house.

The Cash Store Elevator at Tomah, Wis., has been sold to Wm. Leicht, who formerly managed it for the company.

The Garvin Farmers' Independent Elevator Co. has been incorporated at Lake Sarah, Minn., with a capital stock of \$15,000.

The Hayfield Farmers' Elevator and Mercantile Co. at Hayfield, Minn., has decided to repair its house at a cost of about \$1,500.

The Beaver Creek Elevator Co., at Beaver Creek, Minn., has decided to purchase the elevator which it has leased for the past year.

The farmers of Troy, Minn., have started a movement for the erection of a farmers' elevator. It is proposed to build the elevator at Cazenovia, Minn.

The Plymouth Elevator at Grogan, Minn., has been closed and Mr. Dunlap, the manager, has gone to Adrian, Minn., to take charge of an elevator there.

Thos. Elliott of Lawndale, Minn., representing the Dakota Elevator Company, has closed a deal for his company for the purchase of the Rothsay Elevator Co.'s house at Lawndale.

W. N. Bemis, representing the Berger-Crittenden Co. of Milwaukee, Wis., has opened an office at Pipestone, Minn., in order to engage in the wholesale grain business at that point.

The Security Elevator Co., which owned the round elevator at Dawson, Minn., at the time it was burned, has bought the Deaver-Dawson elevator at that place, and will not rebuild on the other site.

The Eagle Mill Co. of New Ulm, Minn., will soon begin on an addition to the mill that will bring its capacity up to 5,000 barrels daily. The company will also build twelve new elevators in South Dakota, each to have a capacity of 30,000 bushels. One elevator will be put up at Porter, Minn., and others at Miller, Wessington, Hecla,

Columbia, Mansfield, Hitchcock, Lebanon, Raymond, Elrod, Rockham and St. Lawrence, S. D.

Elliott & Wasson will build an elevator this summer at Prescott, Wis. The elevator will be built upon the south side of their warehouse and will be 32 feet long by 28 feet wide. Its height will be 44 feet.

The Osceola Mill & Elevator Co. will build a large elevator and grain warehouse at Osceola, Wis., this spring. The Soo Railroad will build a spur track from the depot to the upper mill to provide better shipping facilities.

The Northwestern Farmers' Association is considering the advisability of erecting terminal elevators at Ashland, Wis. An option has been secured on the site formerly occupied by the dock and plant of the Ashland Lumber Co. for \$40,000.

The grain warehouse of Mark A. Guenther & Co. at Knowlton, near Wausau, Wis., was robbed last month by a party of men who used a sleigh in carrying off the plunder. This is the fourth time within two years that the warehouse has been raided.

The Peavey Elevator Company has employed Barnett & Record to construct the temporary working house near the site of the burned elevator, on Rice's Point, Duluth, Minn., in order to make it possible to ship the grain in the big concrete annex. The cost of the temporary improvement was given at \$5,000. The destruction of the working house by fire some weeks ago cut off the concrete house as far as receiving or shipping grain is concerned, and it is necessary to make the temporary improvement and get the grain out, or leave it there until the new permanent house can be built and put in commission, which would be about the first part of September. The temporary elevator will be merely a tower with scales. The grain will be conveyed from the annex through the temporary house to the boats. The boats cannot get alongside the temporary house and the grain will have to be conveyed 300 feet by belt. The Peavey people have not yet fully determined what material they will select for the permanent house.

WESTERN.

Gaspard Deschamps has purchased the wood, grain and implement business of J. W. Wilson, at Missoula, Mont.

The Farmers' Grain & Supply Co. of Wilson Creek, Wash., has secured the lease of a large elevator for five years.

The Farmers' Grain & Supply Co. of Spokane, Wash., is raising subscriptions to erect an elevator at Rathdrum, Wash.

The Barnes Grain & Feed Co. of North Yakima, Wash., has been incorporated by M. E. and W. A. Barnes. Capital stock, \$8,000.

The grain firm of Craven, Seebeck & Smith of Twin Falls, Idaho, has been incorporated as the Pioneer Storage & Commission Co.

The Farmers' Co-operative Association of Livingston, Mont., has filed articles of incorporation with a capital stock of \$100,000, \$10,000 of which is paid stock and the amount required to begin business.

Campbell, Sanford & Henley of Portland, Ore., have purchased grain warehouses at Tekoa, Latah and Waverly, Wash. The company has been reinforced by A. Cohn of Tekoa, formerly with the Pacific Grain Co.

Three new wheat warehouses are to be built in Ephrata, Wash., this year. Last fall the capacity of the two warehouses of the town was overtaxed and over 100,000 bushels of wheat was piled in the open during the wheat blockade.

The Great Northern Railway Co. is contemplating the erection of a large elevator at Everett, Wash., this summer. It is expected that ocean wharves will also be built and that Everett will capture a fair share of the Oriental grain trade.

The Simon Newman Co. will build a big grain warehouse on the railroad at Westley, Cal. It is expected that the house will accommodate all the grain which was heretofore shipped from the neighboring town of Grayson by water and will prove a death blow to that already moribund town. It is regarded probable that all the residents of Graytown will move to Westley, many having already purchased lots in that town.

The Everett Grain & Warehouse Co. of Everett, Wash., which operates a system of grain warehouses along the line of the Great Northern throughout the Big Bend, is having plans drawn for a new warehouse in Harrington, 60x150 feet in size, and adjoining the warehouse of the Seattle Grain Company. The new structure is to be completed in time for the storage of this year's crop, and will join the Seattle company's building, making the two structures practically one.

This will create what is probably the largest warehouse under one roof in eastern Washington, the dimensions being 60x320 feet.

The Pacific Grain Company has purchased the Irving Dock at Portland, Ore., owned by the Northwestern Warehouse Co., and in addition an adjoining strip of 95 feet, making a total frontage of 405 feet. Gay Lombard, president of the company, states that considerable improvements will be made in the new purchase.

The H. & K. Warehouse Company of Stockton, Cal., owning seventeen large warehouses throughout the valley, has sold all of its property, and the appurtenances to the Oakdale Milling Company. All of these warehouses with the exception of two located in Modesto are in Stockton and Merced on the lines of the Southern Pacific, Santa Fe and Sierra roads, and all of them are connected by direct wire with the main office in Oakdale. A. B. Haslacher is manager of the Oakdale Milling Company.

SOUTHERN AND SOUTHWESTERN.

J. M. White is reported to have sold out his grain business at Beebe, Ark.

Stout & Hill are reported to have closed out their grain business at Lonoke, Ark.

The Choctaw Mill & Elevator Co. has permanently closed its elevator at Cereal, Okla.

It is reported that the Norfolk & Western Railway will erect an elevator at Lambert's Point, Va.

It is reported that a company is being formed with a capital of \$30,000 to build an elevator at El Reno, Okla.

Vanderburgh Bros. will handle the grain department of the Blackwell Milling & Elevator Co., Blackwell, Okla., in the future.

The farmers in the vicinity of Spencer, Okla., have organized a company and will erect a cotton gin and grain elevator in that town at a cost of \$10,000.

The New Orleans Terminal Co. has closed a contract for a 1,500,000-bushel elevator at Chalmette, La. The building is to be of steel and concrete.

The Waynoka Grain & Coal Co. has been incorporated at Waynoka, Okla., by L. J. Johnston, J. A. Green, E. W. Shoemaker and others. Capital, \$5,000.

The Miller Grain & Feed Co. has been incorporated at Anniston, Ala., with a capital of \$5,000. The incorporators are: R. W. and Pauline Miller and C. M. Woodruff.

The Wichita Mill and Elevator Co. of Wichita Falls, Texas, has contracted for two steel storage tanks of 50,000 bushels' capacity each. The prospect of a large wheat crop makes this improvement necessary.

Articles of incorporation have been filed by the Central Mill and Elevator Co. of Council Hill, I. T.; capital stock \$5,000. The incorporators are W. H. Falconbury, Trevor Faulkner, G. C. Stotts, J. O. Thomas and Otto Sump.

The Higgins-Roberts Grain Co., principal business office located at Lone Wolf, Okla., has been incorporated with a capital stock of \$10,000. The directors are: J. M. Higgins, W. N. Julian and C. C. Roberts Jr., all of Lone Wolf.

A company has been incorporated at Knoxville, Tenn., to erect a large warehouse for the storage of grain and merchandise. The incorporators are: S. B. Luttrell, J. Allen Smith, W. S. Shields, Y. Johnston, W. M. Baxter and Charlton Karns.

The Security Warehouse & Elevator Co. of Knox County, Tenn., has been incorporated with a capital stock of \$50,000. Incorporators: S. B. Luttrell, J. Y. Johnson, George W. Baxter, W. S. Shields, Charlton Karns and J. Allen Smith.

The Godley Mill and Elevator Co. of Godley, Texas, has been incorporated with a capital stock of \$15,000. Incorporators: B. B. Robinson, J. W. Lowder, John R. Beaver, W. H. Griffith, I. T. Vickers, J. W. Tubbs and Joe Meyer, all of Godley.

Hardin Grain & Elevator Co. of Wichita Falls, Texas, has been incorporated by J. G. Hardin, W. C. Heath, R. M. Moore, A. M. Walker and D. E. Thomas. The capital stock is \$25,000. The company has let contracts for three elevators in Wichita County.

The J. A. Holmes Company, which conducts a general grain and flour business in Pine Bluff, Ark., has filed an amendment to its articles of incorporation, raising its capital stock from \$25,000 to \$100,000. J. A. Holmes is president of the company and H. W. Bahlan secretary.

Arrangements are being made for the erection of a grain elevator at Corydon, Ky., with a capacity of 30,000 bushels. The building will be 30x32 feet in dimensions and 65 feet high. Contracts have already been made, and it is expected that the building will be completed and ready

for use by the time the new crop of wheat begins to come into the market.

A company is being organized at Hopkinsville, Ky., to erect a 350-barrel flour mill and a 60,000-bushel elevator. The capital stock is \$50,000. R. A. Rogers is named as manager.

The Memphis Public Elevator Co. has been incorporated at Memphis, Tenn., with a capital of \$150,000. The new corporation, which is backed by the Union Railway Company, will erect a 1,000,000-bushel elevator. The incorporators are: H. G. Fleming, L. B. McFarland, J. W. Canada, B. G. Sargent and J. F. Flynn.

MISSOURI, KANSAS AND NEBRASKA.

A farmers' elevator is projected at Hoag, Neb.

The farmers in the vicinity of Hadar, Neb., are organizing to build an elevator.

John Panzeram has equipped his elevator at Deshler, Neb., with an improved Hall Distributor.

The Farmers' Protective Co. of Alexandria, Neb., is installing two improved Hall Distributors.

The Updike Grain Co. is equipping its elevator at Exeter, Neb., with an improved Hall Distributor.

The Shellabarger Milling Co. of Salina, Kan., has commenced work on a 40,000-bushel elevator at Grinnell, Kan.

The farmers in the vicinity of Sylvia, Kan., have secured a building site on which they propose to erect an elevator.

The Sherman County Grain, Lumber and Livestock Association has been organized by the farmers of Sherman County, Neb.

The Walnut Creek Milling Co. of Great Bend, Kan., will build an elevator at Dodge City, Kan. L. R. Miller will be in charge.

Tom Wade of Battle Creek, Neb., will move to Page, Neb., where he will build an elevator and conduct a grain and coal business.

Kuhlman Bros. of Ottawa, Kan., have purchased Geo. Antrim's grain business at Strawn, Kan., and will erect a large elevator at that point.

The Farmers' Union Gin Mill and Elevator Co. has been incorporated with its principal business office located at Gotebo, Kan. Capital, \$10,000.

R. E. Roberts, a grain dealer of Arlington, Neb., and proprietor of a line of elevators in that state, will erect an elevator at Blair, Neb.

The Duff Grain Co. has purchased the mill site on the Burlington at Louisville, Neb., and will erect a large grain elevator as soon as the weather permits.

The Holmquist Grain & Lumber Co. is making preparations to tear down its elevator at Bancroft, Neb. It will be replaced by a new building, larger and more modern.

H. J. Callen, who has been buying grain at the B. & M. Elevator at Auburn, Neb., for several years, has bought a half interest in the McCoy Commission Co. of Kansas City, Mo.

The W. J. Hynes Grain Co. of Omaha has purchased C. J. Miles' elevator at Savonville, Neb. C. H. Turner, who has been in charge of the house, has been retained as local agent.

The T. B. Hord Grain Co. of Central City, Neb., has been incorporated with a capital stock of \$200,000. The incorporators are T. B. Hord, S. M. Hord, Heber Hord, M. Shonsey and George P. Bissell.

The elevator on the Burlington road at Harvard, Neb., owned by McConaughy Grain Co., has been transferred to the W. J. Hynes Grain Co. of Omaha, who have taken possession and will continue the business.

The Wells-Hord Grain Co. is now known as the T. B. Hord Grain Co. Mr. Hord having purchased Wells' interest in the twenty-five elevators in Nebraska. The same firm will conduct the Iowa line of elevators in the future.

The Trans-Mississippi Grain Co. of Omaha, Neb., has filed articles of incorporation. The capital stock is \$545,000 and \$420,000 must be paid in. W. H. Bartlett, F. P. Frazier, G. W. Patten, C. B. Pierce, H. J. Patten, F. S. Cowgill, E. S. Westbrook, S. J. Brown and J. G. Gibbons are the incorporators.

The Shogren Elevator, one of Smolan's, Kan., first enterprises, is being torn down. The elevator has not been used since 1897. The office is still standing, with the books and accounts lying on the desks as if the business had suddenly stopped and the men walked out without taking time to close their books.

A contract has been signed by the Chicago Great Western Railway and the Nye-Schneider-Fowler Elevator Co. whereby the latter company is to construct a 1,000,000-bushel elevator on the grain terminal tracks at Omaha, Neb., near the independent elevator now in operation. This is the outcome of the suit of the Chicago Great Western

against the Union Pacific, filed in the United States Court, in which the former road sought to compel the latter to furnish good connections with the terminal company's tracks. The matter was amicably adjusted outside of court, and the elevator contract was the result. The Nye-Schneider-Fowler Company owns 75 elevators in Nebraska.

The Foster-Cochran Elevator at Lincoln, Neb., is almost completed. The elevator will contain 100,000 bushels of grain, with facilities for increasing the contents by adding storage tanks or bins as required. Both the Burlington and the Missouri Pacific have tracks leading to the elevator, the Northwestern having had some difficulty with the two roads over the construction some time ago.

The Osage City Grain & Elevator Co. has commenced work on its new elevator at Osage City, Kan. The elevator proper will be 24x30, while the storeroom is to be the same size. The engine room and office will be separate from the main structure, but will be connected by the roof, with a driveway between, so the weighing, unloading, etc., may be done under the one roof. The capacity of the elevator will be 10,000 bushels, and it is expected that the building will be completed by July 1.

The committee appointed by the Wichita Board of Trade, to formulate plans for the erection of a 1,000,000-bushel public elevator at Wichita, Kan., has decided to capitalize a company at \$150,000. E. K. Nevling's elevator has been purchased for \$43,500 and will form the nucleus of the larger plant. This elevator has machinery sufficient for a 1,000,000-bushel house, but has at present only a storage capacity of 125,000 bushels. Large steel storage tanks will be constructed, each to have a capacity equal to that of the Nevling Elevator. A committee consisting of James Robb, J. E. Howard, F. D. Stevens, C. L. Davidson and Dudley Watson has been appointed to complete the organization and to increase the subscriptions to stock. G. M. Dickson is chairman of the general committee having the matter in charge.

EASTERN.

Samuel Watts is building a large grain warehouse at Lewistown, Pa.

W. J. Smith has bought the grain business at Windham, Vt., from H. E. Wood.

W. S. Grant of West Winterport, Me., will build a grain store at Frankfort, Me.

Ackley, Hatch & March are building a two-story elevator, 50x60 feet, at New Milford, Conn.

S. Alden Eastman has disposed of his grain business and all his real estate at Milford, Mass.

F. F. Woodward's grain store at Ayer, Mass., has been purchased by T. Frank Mullin and will be occupied by A. E. Lawrence & Son.

C. W. Bowker will build an elevator at Worcester, Mass. The elevator will be a four-story structure, 60x102 feet, and of brick and steel construction.

Joel A. Beard of South Britain, Conn., has purchased the general mercantile business of Joseph H. Day at Saybrook, Conn., and will build a large grain elevator in connection.

D. A. Sickell, proprietor of the Anchor Mills at Hagerstown, Md., has begun the foundation for the erection of an elevator to have a capacity of 23,800 bushels, to be situated at the south end of the mill.

The Lackawanna Mill & Elevator Co., has been incorporated at Buffalo, N. Y., to do a grain storage, elevator and flour business. Capital, \$50,000. The incorporators are: M. P. Ryley, Buffalo; H. Russell, Albany, N. Y.; C. T. Birkett, Penn Yan.

Miller & Sease, grain merchants of Allentown, Pa., have sold out their entire stock and fixings. The principal bidders were J. George Snyder, Joseph Snyder and C. H. Kleppinger. Mr. Sease will run a smaller business, on his own account, in future.

The Columbia Grain Elevator in Brooklyn, N. Y., is being razed. During the busy times in the grain export trade this elevator made large profits, but lately it has not paid. There now remain but two elevators on the water front at Brooklyn.

The grain elevator of H. L. Marsh & Co. at Newport, R. I., commenced to settle last month in a manner which seriously alarmed the proprietors. The building is on newly made land and rests on piles. Recent heavy rains appear to have disturbed the foundation.

The North Capitol Citizens' Association of Washington City is offering vigorous opposition to the projected construction of three elevators in the vicinity of Eckington Place. Petitions are being circulated requesting the district commissioners to extend the fire limits to include the proposed sites. This would prevent the erection of the elevators. It is argued that residence

property would greatly depreciate in value if the elevators are built.

The flour, grain and feed business of J. E. Leonard & Son at Jewett City, Conn., has been sold to George H. Lowerre Jr. of New York. The business was established 25 years ago by J. E. Leonard, who died in 1896. From a small beginning it has steadily increased until the large steam elevator which the firm operates was scarcely sufficient for its needs.

The grain firm of Finnegan & Little of Manchester, Conn., has been dissolved by the retirement of Thomas Finnegan, owing to bad health. The business will be continued by George R. Little and George McKinney, who have been in practical control for some time past. The firm operates an elevator in Manchester in addition to its general grain business.

The Corn Products Refining Company, which was organized to take over the Corn Products Company, the New York Glucose Company and the other leading independent glucose concerns, has applied to the New York Stock Exchange to list \$30,000,000 of the 7 per cent cumulative preferred stock and \$50,000,000 of the common stock. The directors of the Corn Products Company have organized by the election of new officers representing the controlling interests in the Corn Products Refining Company. C. H. Matthiessen, president of the Corn Products Company since its organization, has resigned and J. A. Moffett has been elected to succeed him. W. J. Matheson has been elected vice-president, to succeed C. L. Glass, and T. F. Fisher has been elected secretary and treasurer. These new officers have formerly been associated with the New York Glucose Company, which is a Standard Oil concern.

THE DAKOTAS.

Berwick, N. D., is to have a farmers' elevator.

The Lahart elevator at Edmunds, N. D., is reported sold.

The Port Emma Elevator at Ludden, N. D., has been closed.

Andrews & Gage have reopened their elevator at Dickey, N. D.

A farmers' elevator company has been organized at Sherwood, N. D.

The Farmers' Elevator Co. will rebuild its elevator recently burned at Hannaford, N. D.

A 75,000-bushel elevator will be built at Esmond, N. D., by a Mr. Hooper of Maddock, N. D.

The Anderson & Moen elevator at Harrisburg, S. D., has been closed down for the season.

The Farmers' Elevator Co. at Garrison, N. D., will erect five elevators in the coast country.

The Occident Elevator Co. of Fargo, N. D., has increased its capital from \$50,000 to \$100,000.

F. L. Smith of Armour, S. D., is said to be negotiating for a line of elevators in Idaho.

The farmers around Lidgerwood, N. D., are organizing a company to erect a 35,000-bushel elevator.

The farmers in the vicinity of Cuba, N. D., have organized for the purpose of building an elevator.

The Farmers' Co-operative Elevator Co. of Hastings, N. D., has been incorporated with a capital of \$25,000.

The Farmers' Elevator Co. of Minnewaukan, N. D., has been incorporated with a capital of \$10,000.

The Eastedge Farmers' Elevator Co. has been incorporated at Eastedge, N. D., with a capital of \$15,000.

John Taylor has sold his elevator at Kramer, N. D., to a Mr. McDermott, who took possession April 1.

The Turnbridge Farmers' Elevator Co. has been incorporated at Turnbridge, N. D., with a capital of \$25,000.

The St. Anthony & Dakota Elevator Co. is building homes in several towns in North Dakota for its agents.

The McLean County Farmers' Elevator Co. has been incorporated at Garrison, N. D., with a capital of \$25,000.

J. A. Rickert and Harry Morris of Sisseton, S. D., have purchased the Helvig Elevator at Milbank, S. D.

The Barton Co-operative Farmers' Elevator Co. at Barton, N. D., has been incorporated with a capital of \$50,000.

A new firm to be known as the Acme Company has taken over the elevator formerly owned by Helm & Co. at Valley City, N. D. C. E. Burgess,

who has been in charge of the house, will devote his attention in future to the lumber business.

The Occident Elevator at Cleveland, N. D., is being repaired and overhauled by a Mr. O'Neil.

The Monarch Elevator Co. is planning extensive improvements in its elevator at Buchanan, N. D., this spring.

Two new elevators will be built at Garrison, N. D., this spring, which will make a total of seven in that town.

The Farmers' Elevator Co. of Erwin, S. D., has been incorporated and has secured a site for the erection of an elevator.

The Powers Elevator Co. will tear down its elevator at Windsor, N. D., and erect in its stead a large modern building.

The elevator of the Gribben-Alair Co. at Overly, N. D., has been purchased by the Farmers' Elevator Co. of that place.

Jas. T. Scroggs of Beresford, S. D., is preparing to rebuild his elevator at Sioux Falls, S. D., which was recently destroyed by fire.

The farmers around Corsica, S. D., have organized an elevator company and have purchased the Geo. Chesley elevator at Corsica.

The Stinchcomb Elevator at Carpio, N. D., opened for business on March 28. Frank Chapman has taken charge for a short time.

W. Clanton has sold the Sykes elevator at Frederick, S. D., to T. S. Weed of Westport, S. D. It will be operated as an independent house.

The Great Western Elevator Co. will erect a 40,000-bushel elevator at Steele, N. D., this season. The company will also build a house at Maddock, N. D.

A new town is being planned about twelve miles southwest of Drake, N. D., and the Green Elevator Co. is looking for a location for an elevator.

The Thorp Brothers Elevator Co. is tearing down the annex to its elevator at Bathgate, N. D., and will move it to one of the western towns.

The Western Elevator at Watertown, S. D., has been closed for the remainder of the year. Oscar Landin, who was in charge, has gone to Chicago, where he will engage in business.

The new Northwestern Elevator at Langdon, N. D., which replaces the one recently burned, has been completed. Its capacity is about 5,000 bushels more than the old house.

C. G. Ireys will enlarge his elevator at Fessenden, N. D., in time for the next crop. Mr. Ireys was formerly a grain buyer at Fessenden. He is now at the head of a line of 17 elevators.

The Washburn Grain & Land Co. has been incorporated at Washburn, N. D., with a capital of \$10,000. Incorporators, Daniel Schulz, Paul L. Meyer, Fred E. Roth, Karl Klein, Washburn.

Nordmarken & Woodman, grain merchants at Riga, N. D., have dissolved partnership. Mr. Nordmarken retires from the business which will in future be carried on by W. B. Woodman.

Charles Thomson, who for a number of years has had charge of the Van Dusen Elevator at Sioux Falls, N. D., has leased the Sexaur Elevator and will do business on his own account hereafter.

The Imperial Elevator Co. has closed its elevator at Edinburg, N. D. H. C. Williams has resigned his position as agent and has gone to Milton, N. D., where he will conduct a commission house.

A farmers' elevator company is being organized at La Moure, N. D. The N. P. R. R. Co. has granted permission to build an elevator on its right-of-way, provided it has a capacity of not less than 40,000 bushels.

CANADIAN.

Omer Lessard, grain merchant of Quebec, Que., has registered.

It is reported that there is a good opening for an elevator at Sheho, Sask.

The Farmers' Elevator Co. of Lemberg, Sask., will erect a grain elevator at that point.

The Empire Elevator Co. will erect a 300,000-bushel terminal elevator at Port Arthur, Ont.

A Decarie has succeeded to the hay and grain business of Decarie & Henry at Montreal, Que.

The Lowe Farm Elevator Co., Lowe Farm, Man., has sold its elevator to the Western Flour Mills Co.

The Alberta Milling Co. intends building a line of elevators through Alberta to supply its new flour mill at Edmonton, Alta.

All the elevators have been closed at Pierson, Man., but will be reopened again after seeding, as there is still a large quantity of wheat to go out,

although some of it will no doubt be loaded off the platform.

An application will be made at the coming session of the Alberta legislature for a charter of incorporation for the Alberta Pacific Elevator Co.

H. S. Dowd and D. C. Cameron are at the head of a company which proposes to erect a 500,000-bushel elevator and a large mill at Kenora, Man.

The Grain Growers' Co-operative Co., a farmers' organization, has been formed at Brandon, Man., to buy and sell grain, with headquarters at Winnipeg.

J. E. Vanderburg will erect a grain warehouse at Daysland, Alta. Three months ago the townsite was open prairie. It has now a daily train service and some forty business buildings in course of erection.

The Brackman-Ker Milling Co. has completed its cement elevator and steel tower at Strathcona, Alta., at a cost of about \$18,000. The tower is of steel 6½ feet square and 112 feet high. The elevator is 82 feet to rim and 88 feet to peak and has a capacity of 100,000 bushels. It is 40 feet in diameter outside measure and 39 feet inside, as the walls are six inches thick. About 560 barrels of cement, 1,120 barrels of sand and 1,680 barrels of gravel were used in the construction. Three-quarter-inch iron rods wind spirally around the center of the wall for the first 40 feet, ½-inch iron rods in the same way for the next 30 feet and then 7-16-inch iron rods from 70 feet to the top. These spiral iron rods are secured to upright ½-inch straight iron rods, 12 inches apart in the center of the wall from base to summit. The latest improved rope-driven machinery is installed in a subterranean passage between the mill and elevator and is capable of discharging 2,000 bushels per hour into the mill.

INTEGRITY OF THE CROP REPORT.

The favorable action of the Senate recently upon a bill providing for adequate punishment for men in the government employ who use their information with reference to crops for personal advantage, or give out information surreptitiously, will meet with general approval. The pity of it is that there was not some law under which Holmes and the others who figured in the recent great scandal could get what was their due.

The most unfortunate part of the connivance of Holmes with the cotton market manipulators, and their operations in the speculative market, was not that it was wrong in itself, but that, having come to light, it brought general discredit upon the department, and gave rise to much suspicion probably not warranted. The farmers very naturally inferred that if there was a leak in the cotton reports for the advantage of a certain clique, there might as readily be a leak in the wheat reports. Thus the whole work of the department came under suspicion, and it was even alleged that in the making up of all the government reports false figures were substituted for effect upon the markets.

The thing is over now and there is not likely to be a repetition of it. How much of the suspicion that followed the Holmes disclosures was justified no one can say. To-day the department is pretty well cleaned up and is likely to do better and more reliable work as result of the severe criticisms that have been directed toward it. The fact that the conspirators escaped penal service is not likely to induce others to take the risk of trying to doctor the reports or give out advance information, now that provision has been made for severe punishment in any such case.—Minneapolis Journal.

ILLUMINATING ALCOHOL.

Consul-General Skinner of Marseilles writes that the official decree has been published by the president of the French Republic providing for prizes for the following described inventions:

One prize of 20,000 francs (\$3,860) is instituted for the benefit of the person who shall discover a denaturalizing agent for alcohol more advantageous than the denaturalizing agent now in use, and offering to the "treasury" every guarantee against fraud.

One prize of 50,000 francs (\$9,650) is provided for the benefit of the person who shall discover a system of utilizing alcohol for illuminating purposes under the same conditions as petroleum.

The Commission of Analytical Methods and of Alcohol Denaturalization instituted within the ministry of finance by the decree of June 23, 1896, is instructed to determine the conditions under which these prizes shall be distributed, and to award them in conformity with the program which it shall lay down.

THE EXCHANGES

The Chicago Board of Trade purchased three memberships last month at \$3,000, equal to \$2,900 to the buyer.

Milwaukee Chamber of Commerce memberships were sold last month at \$125, reaching that figure after touching bedrock at \$100.

The Duluth Board of Trade has amended its commission rule relative to flax futures, making the commission ¼¢ to non-members and ½¢ to members.

The next banquet of the Chicago Board of Trade Bohemian Club, which will be the last of this season, will be held at the Auditorium Hotel, Monday evening, April 16.

A. H. Merchant has resigned his position as secretary of the Omaha Grain Exchange. The board of directors in accepting his resignation passed resolutions expressing their regret and their belief that much of the success of the Exchange had been accomplished through Mr. Merchant's experience and efficient services. Mr. Merchant will in future devote himself to mining enterprises.

The negotiations between the Produce Exchange of New York and the Consolidated Stock and Petroleum Exchange for a lease by the latter of floor space were abruptly terminated by the managers of the Produce Exchange. The announcement was received with disappointment by the officers and members of the Consolidated Exchange, and the sale of the building at Broadway and Exchange Place will probably have to be abandoned. New York Stock Exchange influences are believed to have been largely responsible for the failure of the plan.

R. C. Grier's thirty-sixth annual report as secretary of the Peoria Board of Trade for the year ended Dec. 31, 1905, is now ready. The report is crowded with trade statistics of Peoria and other information of interest to the trade in and tributary to Peoria. The report shows that as to total bushels of grain handled in 1905 Peoria was the sixth largest grain market in the West, having handled 29,093,000 bushels, or nearly 5,000,000 more than Toledo and nearly half as much as St. Louis. As to corn, Peoria stood third on the list of handlers, beating Chicago by over 3,000,000 bushels.

The St. Louis Merchants' Exchange has appointed an arbitration committee to settle a controversy between the Carlisle Grain Company and the Southern Elevator Company, growing out of the recent failure of the McReynolds Grain Company, a Chicago concern, which had a branch in St. Louis. It is the first time in the history of the Exchange that the power of a committee to arbitrate such a disagreement, under a rule adopted four years ago, has been invoked. The special committee appointed by the board of directors is composed of E. O. Stanard, W. C. Ellis and Roger P. Annan. The Carlisle Company is the plaintiff in the case, and both parties have signed an agreement to abide by the committee's decision.

The annual report of Secretary Bigelow of the Kansas City Board of Trade for 1905 is out and it shows that last year was the greatest year in the Kansas City grain trade. It shows grain receipts during the year of 40,038,000 bushels of wheat, 21,508,000 bushels of corn and 6,874,500 bushels of oats—an increase of 787,100 bushels of wheat, 7,320,400 bushels of corn and 2,199,300 bushels of oats. There was at the same time manufactured during 1905 2,053,000 barrels of flour, 226,630 barrels of cornmeal and 55,200 barrels of oatmeal. Shipments of grain during last year were: Wheat, 29,368,000 bushels; corn, 17,034,000 bushels; oats, 5,185,500 bushels—an increase over the year before of 230,500 bushels of wheat, 6,310,530 bushels of corn and 2,113,300 bushels of oats.

An effort is being made to sell the big Produce Exchange Building in New York, which has been one of the city's landmarks for a quarter of a century. The Produce Exchange, at the time of its erection, in the early '80s, was one of the city's most notable buildings. The red brick structure, occupying the entire block front on White Hall Street between Beaver and Stone streets, was one of the largest in the city at that time. With its tall clock tower, it shouldered up over its neighbors so as to be seen from far up Broadway, and its position east of Bowling Green, with the open sweep of Battery Park before it, made it one of the sights from the harbor. The building and land cost over \$3,000,000, and its immensity used to be measured for admiring

visitors by statistics of its millions of bricks and countless girders and columns. The great structure has always been too big for its purpose, and the members want smaller and cheaper quarters.

It is reported that the directors of the Minneapolis Chamber of Commerce are planning another campaign against the bucketshops. Men in the employ of the Chamber have been investigating the source of quotations used in Minneapolis bucketshops, for some weeks past.

The proposal to amalgamate the Omaha Grain Exchange with the Commercial Club has been rejected by the committee appointed to consider the matter. It had been also proposed that the important freight matters of the Exchange be handled by the traffic commissioner of the Commercial Club. The Exchange committee has resolved that it would be best in the interests of their body that a secretary be appointed to take exclusive care of the interests of the Exchange. It was also resolved: That the transportation committee of the Omaha Grain Exchange shall be composed of seven members to be selected from the active members of the Grain Exchange, of whom two shall be line elevator men, one independent elevator man, three receivers or brokers, and one member of the Grain Exchange having no elevator or receiving interests.

PROPOSED GRAIN EXCHANGE FOR CLEVELAND.

A movement has been started among grain dealers and produce men of Cleveland, Ohio, for the organization of a grain and produce exchange. Those interested in the two lines believe an exchange would be of great assistance in the successful conduct of their business.

The grain dealers of the city formerly had an association, but it was thought to be in violation of the Valentine anti-trust law and was dissolved for that reason. Since the proposition of the exchange has been broached the dealers think they could supply the lack of an association through it and yet not violate the law.

DETROIT SUPPORTS TOWNSEND BILL.

The Detroit Board of Trade, at a meeting held on March 20, passed the following resolution in support of the Townsend Bill:

Resolved, That the bill now pending before the Congress of the United States, and known as the Townsend Bill, H. R. 15846, relating to negotiable and uniform bills of lading, is a measure that will fully protect the interests of the carrier, the shipper and the banks; we heartily endorse the same and recommend its passage; and further that copies of this resolution be forwarded to the honorable senators and representatives from Michigan asking them to use their influence for the passage of the said bill.

MINNEAPOLIS REJECTS CHICAGO'S LEAD.

The Minneapolis Chamber of Commerce has refused to follow the Chicago Board of Trade's lead in doubling the commission rate on grain futures. The grain men of the northwestern city say that a large portion of the recent heavy trading on their market has been at the expense of Chicago, consisting of foreign speculative business, which is ordinarily transacted in Chicago. They also point to the recent application for membership at Minneapolis by grain traders whose reputation is national. Among the first of the big operators to apply for membership after the higher commission rate was established in Chicago was James A. Patton. Theodore H. Waterman of Albany, N. Y., who has heretofore confined his business to Chicago, has also had his name posted. It is rumored also that the name of John W. Gates will shortly appear on the bulletin board.

LITTLE ROCK BOARD OF TRADE.

The grain and produce men of Little Rock, Ark., met on March 31, with Chairman A. J. Rauch of the grain committee, who is also chief inspector, presiding. The meeting was called to discuss the payment of drafts, with bill of lading attached, before inspection, and also the feasibility of a uniform rule regarding the collection of exchange on local drafts. After some discussion the following resolutions, proposed by S. P. Davis, were unanimously adopted: "Resolved, That the matter of paying drafts on grain with bills of lading attached should be changed so as to permit inspection of contents of cars before remittance is made by the collecting banks.

"Resolved, That a committee of three be appointed to investigate this proposition, and that the secretary of the Board of Trade be instructed to correspond with the commercial organizations of other cities, with a view to ascertaining the methods in said cities.

"Resolved, That on the receipt of this information the committee report the result of its findings to the grain committee for further action,

with recommendation as to whether relief should be sought by state legislation or through an amendment to the rules and regulations governing the buying and selling of grain in the Little Rock market."

Chairman Rauch appointed as the committee S. P. Davis, J. M. Townes and Fred L. Gossell.

WINNIPEG CLEARING HOUSE ASSOCIATION

The second annual meeting of the Winnipeg Grain Exchange Clearing House Association was held on March 14, and was well attended. During the twelve months ended February the total amount of wheat passed through the clearing house was 176,220,000 bushels, compared with 164,550,000 in the corresponding period of the preceding year. The average monthly clearings aggregated 14,686,000 bushels, against 15,963,000 the year before, and the average daily clearances were 583,000 bushels against 638,000.

Directors were elected as follows: Capel Tilt, F. Phillips, R. Muir, J. Fleming, W. H. McWilliams, S. P. Clark, A. Hargraft, T. Hatcher and Donald Morrison.

After the regular meeting the directors met and elected the following officers for the ensuing year: President, S. P. Clark; vice-president, W. H. McWilliams; secretary, Capel Tilt; manager, F. O. Fowler.

DETROIT BOARD OF TRADE ELECTION.

The annual election of the Detroit Board of Trade was held on March 2, and resulted as follows: President, John Wynne, Jr.; first vice-president, John Croydon; second vice-president, George Beck; directors, Laban A. Parsons, James T. Shaw, Alex. J. Ellair, John T. Hornung, Charles M. Carran, Arthur S. Dumont, Fred J. Simmons, F. Wm. Lichtenberg.

Committee of Arbitration—John Croydon, David Stott, G. L. Fleitz, A. E. O'Donnell, Robert Henkel, D. O. Wiley, Wm. Carran, Wm. Northwood, W. A. Waldron.

Committee of Appeals—F. M. Sheffield, H. B. Simmons, Charles Clarke, C. A. Cullen, A. J. Ellair, H. A. Lauhoff, H. F. Zink, F. Cronenwet, W. C. Houghton.

Inspectors—Chas. Upham, J. C. Hatch, J. J. King.

Secretary-Treasurer—F. W. Waring.

Standing Committees for 1906—Executive, John Croydon, James T. Shaw, Laban A. Parsons; finance, Geo. Beck, John T. Hornung, Wm. Lichtenberg; transportation—James T. Shaw, Chas. M. Carran, Fred J. Simmons; statistics, Chas. M. Carran, Arthur S. Dumont, Alex. J. Ellair; membership, William Lichtenberg, Geo. Beck, John Croydon; floor—Alex. J. Ellair, Laban A. Parsons, John T. Hornung; inspectors, Frank T. Caughey, chairman, James T. Shaw, Laban A. Parsons, Thomas G. Craig, Arthur S. Dumont, Alex. J. Ellair, Fred J. Simmons.

AN ENEMY OF THE HESSIAN FLY.

The Department of Agriculture has discovered an insect enemy of the Hessian fly which promises its hasty and permanent destruction. The tiny insect upon which the government entomologists are depending to check and possibly destroy completely the Hessian fly pest is the polygnathus hiemalis and it is indigenous to Montana, North Dakota and Idaho. The polygnathus hiemalis is of almost microscopic proportions. To the unaided eye it appears hardly larger than a pin point, and a Hessian fly attacked by hundreds of the parasites looks as if it had been sprinkled with pepper. When the parasite is brought under the lens of a powerful microscope it is discovered to have a pair of powerful mandibles and six strong gripping legs. So voracious is its appetite and so effective is its warfare upon the Hessian fly that the great wheat pest has been practically exterminated in the district it has invaded where the newly discovered parasite is indigenous.

Employees of the W. W. Robinson Company and the Spokane Grain Company, two prominent wholesale mercantile establishments of Seattle, Wash., were found to have been systematically stealing from both of the houses, by the officials of the companies. The W. W. Robinson Company has suffered the least, as the robberies were only commenced in that establishment about one week ago, while the thefts from the Spokane Grain Company are said to have been going on for almost a year. Half a dozen teamsters and the proprietors of certain express companies are also said to be implicated. The plan pursued was to overload the delivery wagons. After the load was checked up, several additional bags would be thrown on. It is alleged that the teamsters took these surplus bags home and afterward disposed of them to the express companies at half the market price.

COMMISSION

F. D. Day & Co., grain brokers of Omaha, have incorporated.

Harvey Williams, formerly of Karrick, Gray & Williams, Chicago, will represent Gardner & Paddleford on the road.

F. P. Breckenridge, who has represented the Harris-Scotten Co. at New Orleans, has become cashier of the new City Bank & Trust Co. there.

Jacob Humboldt Knaus, one of the best-informed settling clerks on the Chicago Board of Trade, has been elected to membership and will go on the floor for Logan, Bryan & Co.

The Kwill-Washburn Grain Co. has been incorporated in New York, with a capital stock of \$500,000. M. W. Baldwin is president and secretary, and C. E. Easton is treasurer.

O'Brien, Bloom & Co., is the style of a new commission firm that has begun business in the Medinah Building, Chicago. The members are T. D. O'Brien, M. J. Bloom, Edward List and H. L. Wing.

Moses S. Bacon, recognized for many years as the oldest member of the Chicago Board of Trade, has posted his membership for transfer. He took out his card in 1853, when the membership fee was around \$5.

The Hinds & Lint Grain Co. of Kansas City, Mo., has filed articles of incorporation. The capital stock is \$50,000, all paid in, and the incorporators are S. P. Hinds, W. D. Bedford, C. B. Lint and others.

The Seele Bros.' Grain Co. has opened an office at 317 Chamber of Commerce Building, St. Louis, and will do a general grain and grain commission business. The company will also represent Gardner & Paddleford of Chicago.

George A. Hellman, for many years identified with the barley trade at Chicago, is dead, aged 75 years. For a year, the late Mr. Hellman had been out of business, but his son, George A. Hellman, Jr., is active in the wheat and corn trade.

S. A. Eastman of Boston, has retired from the grain trade, after a business career of 12 years in that city. His associates of the Chamber of Commerce tendered him a complimentary banquet on the evening of April 7, to mark the event.

A new commission firm has been organized at Columbus, Ohio, under the style of Cummins & Cratty. The members are Chas. J. Cummins and Arthur H. Cratty. The former has been with Tingley & Wagner and Tingley Bros., for the past 18 years. The firm will handle grain and hay.

The Pendleton Grain Co. has engaged in the grain business at St. Louis, with offices in the Chamber of Commerce. R. J. Pendleton, head of the firm, was formerly with the Southern Elevator Co., and McReynolds & Co. Fred H. Babcock, late of Chicago, is identified with the business.

S. W. Lamson and Sidney Date will withdraw from Lamson Bros. & Co., Chicago, on May 1, when W. A. Lamson and Leslie G. Gates will become associated, the style of the firm remaining the same. The firm of Lamson Bros. & Co., has been in business for 32 years and has been remarkably successful.

The cash grain and elevator firm of Harris-Scotten Co., one of the largest in the Chicago market, will be dissolved May 1, and the officers of the company will retire from all the branches of the grain business. President Samuel C. Scotten and Vice-presidents John F. Harris and Joseph C. Snyder are interested in the fish canning industry and other enterprises on the Pacific Coast, and are giving up the grain business to devote their energies to these lines. Mr. Harris will have offices in the Counselman Building, Chicago, and will do more or less business in stocks and bonds. T. E. Cunningham and John P. Upham, respectively secretary-treasurer and manager of the Harris-Scotten Co., will be connected with Mr. Harris. C. M. Boynton, who has been managing the company's southwestern business, will probably locate at Kansas City. James Norris, the remaining stockholder, has embarked in the grain export trade, with offices at 61 Board of Trade and at Winnipeg and Montreal. The retiring firm controls the Union, Iowa, National and City elevators and owns the Howard Transfer Line on the river. It also operates a chain of elevators between Kansas City and Galveston, and has extensive facilities at New Orleans. The country houses have been sold, but the disposition of the leases of the Chicago, Kansas City, Burlington, Galveston and New Orleans elevators has not been made public. The affairs of the firm will, it is stated, be closed up as rapidly as possible.

HAY AND STRAW

It is reported that Solt Bros. will erect a \$10,000 alfalfa mill at Barnes, Kan.

S. H. Iler has succeeded to the hay business of A. M. Mahan at Van Wert, Ohio.

Small hay crops are looked for in Maine, as it is feared the grass roots have been badly damaged on account of the light fall of snow.

Theo. Macclinchey has been appointed by the New York Hay Exchange Association as the official inspector of hay at Palmer's Dock, Brooklyn.

Nathaniel E. Loose, a hay and grain dealer of Tiffin, Ohio, has filed a petition in bankruptcy. His debts are scheduled at \$25,983, with assets at \$2,225.

Vollkommer & Company have sold their large retail hay, grain and feed business, at Broadway, Johnson and Union Avenues, Brooklyn, N. Y., to William Voorhees Grain Co.

As a result of the coal strike, the Britt Light, Heat & Power Co. of Britt, Iowa, started on April 6 to burn hay at \$2 a ton as fuel. The following day, slough grass was used, pending the arrival of cordwood, which had been ordered.

James W. Wilson of the South Dakota Agricultural Experiment Station says experience shows that alfalfa can be successfully grown in South Dakota. Good results have been obtained from the Turkestan and American varieties.

The Southern Pacific Railway has received about 800 pounds of alfalfa seed from the Agricultural Department for sowing on the tracts leased in the Willamette Valley, Ore. The company has purchased 2,400 pounds additional for the same purpose.

The Interstate Grain Co. of Cincinnati is preparing plans for a hay warehouse, which is to be erected on a site recently purchased by it at Fairmount, a station on the C. H. & D. Ry., within the city limits. As soon as this warehouse is completed, a modern transfer elevator will be built on the same site.

The Commercial Club of Granger, Wash., has taken steps to secure an alfalfa meal mill for that town. Will Everett, who has gathered data from all parts of the country, submitted a report and his recommendations as to the formation of a local company, will be carried out. The cost of the plant will be \$25,000.

It is reported that farmers in Glengarry County, Ont., are holding hay which is said to be three years old. They maintain that prices are bound to advance, owing to the damage they claim that has been done to the meadows through lack of sufficient snow covering and the severe frosts following the mild weather. One farmer is said to be holding as much as 500 tons and has refused from \$12 to \$15 per ton.

"The demand at Pittsburg for all grades of hay except poor clover is now better than at any time this crop and prices are advancing," says the Pittsburg Grain and Hay Reporter. "Considering the condition of the roads and the scarcity of cars at shipping points, we do not look for heavy receipts for some time to come and would advise shippers who are in a position to load hay at this time to rush it in, as receipts will surely increase and prices be lower when the conditions of the roads improve. There is a firm demand for fine prairie hay. We advance prices. Quotations as follows: Choice Timothy—No. 1, \$13.75@14.25; No. 2, \$12@13.25; No. 3, \$10@11; clover mixed—No. 1, \$11@11.50; No. 2, \$9@10.50; clover—No. 1, \$10@10.50; No. 2, \$6.50@8.50; prairie—No. 1, \$9@9.50; No. 2, \$8.50@9; No. 3, \$8@8.50; No. 4, \$5.50@6.

The Otto Weiss Alfalfa Stock Food Co. has completed the purchase of lots on the northwest corner of Thirteenth and Santa Fe Streets in Wichita, Kan., for the erection of the company's mill and warehouse. The amount of land bought comprises about three acres of ground with a track frontage of 356 feet on a spur of the Santa Fe tracks that is to be built to the mills. The site of the mill will be directly across the street north of the new Lassen mill that is to be built on the corner of Twelfth Street. Four separate buildings are to be erected—the elevator, with a capacity of 30,000 bushels of grain, a large hay barn, 50 by 80 feet, an alfalfa grinding building, 40 by 80 feet, and a 40 by 100 foot one-story building for mixing and storeroom purposes. The cost of all these buildings will be about \$30,000. The building at present occupied by the Otto Weiss Co., on South Santa Fe Street will be used as a storage room when the mill and build-

ings are completed. The Otto Weiss Alfalfa Stock Food Co. has been incorporated with a capital stock of \$50,000 fully paid up. The officers of the company as elected at a meeting of the company just held are: President and treasurer, Otto Weiss; vice-president, B. Warkentin; secretary, E. B. Jewett. The directors of the company comprise the above named officers, W. B. Throckmorton and E. J. Healy. All of the above men, with the exception of Mr. Warkentin, are Wichita men. Mr. Warkentin is president of Halstead Newton & Blackwell's flouring mills.

The hay and grain warehouse of Torrance, Vary & Co. at Lynn, Mass., was burnt to the ground on April 3. The building was full of baled hay and grain, all of which was destroyed. The fire was discovered about 4 o'clock in the morning and is believed to have been of incendiary origin. The loss was about \$11,000, covered by insurance. Earlier on the same morning, fire was discovered at the storage house of Butman & Cressey, hay and grain dealers, in the same neighborhood, but the blaze was extinguished before any serious damage was done.

Two Portland, Ore., firms, Kerr, Gifford & Co. and Albers Bros., have made bids for the army forage contracts for the Philippines. Albers Bros. offer to supply 800 tons of Willamette Valley timothy hay at \$18.25 a ton and 3,700 tons of Eastern Oregon and Washington timothy hay at \$19.25 a ton. They also offer to furnish 500 tons of Oregon oats at \$34.50 a ton, 1,000 tons of Eastern oats at \$28 a ton, and \$2,800 tons of the same kind at \$29.50 for every 2,000 pounds, or 3,800 tons of Eastern oats at \$21.95 a ton aboard cars at Minneapolis. Kerr, Gifford & Co. offered to supply the oats part of the contract only. The firm agreed to furnish 1,000 tons of oats at \$32 a ton, delivered at Tacoma, Wash., before March 30, or at \$31.50 if delivered at Montgomery Dock No. 2, Portland. The company also promised to supply a shipment of 2,800 tons of oats at \$31 a ton on the same conditions.

As alfalfa is attracting more attention at this time from landowners everywhere than is any other crop, Secretary F. D. Coburn of the Kansas State Board of Agriculture, as a result of a good many years of work and close observation in the heart of the alfalfa country, has prepared a second and entirely new illustrated volume, now in the hands of the publishers, intended to treat exhaustively of this important and interesting plant, its values, uses and successful growing, and to answer the inquiries of growers, would-be growers and students, wherever they may be. It will be brought out by Orange Judd Company, New York, to retail for \$1.50, and will be entitled, "The Book of Alfalfa." It is not expected nor intended that this work shall supersede or interfere in any wise with the smaller 50-cent book, "Alfalfa" by the same author, now enjoying a wide sale, but to supply those who desire still more complete and detailed information upon all phases of the wonderful forage plant, with which it deals; in fact, to be a quite complete alfalfa textbook and cyclopedia.

MANITOBA WHEAT GRADES.

The committee on agriculture of the Manitoba legislature has made a report recommending that the legislature memorialize the federal government to make such changes in the Manitoba inspection act as will enact that the various grades of wheat shall be as follows:

No. 1 extra Manitoba hard wheat shall be sound and well cleaned, and weighing not less than 60 pounds to the bushel, and shall be composed of at least 75 per cent of red Fife wheat.

That Manitoba No. 1 hard wheat shall be sound, well cleaned, weighing not less than 60 pounds to the bushel, and shall be composed of not less than 60 per cent of hard red Fife wheat.

That Manitoba No. 1 northern wheat shall be sound and reasonably clean; of good milling qualities, weighing not less than 58 pounds to the bushel, and shall be composed of at least 45 per cent of hard red Fife wheat.

That No. 2 Manitoba northern wheat shall be reasonably sound, reasonably clean, and of good milling qualities, fit for warehousing and weighing not less than 57 pounds per bushel, and shall be composed of 35 per cent of red Fife wheat.

While Duluth and Minneapolis receipts of wheat during the winter for storage were greater than for several seasons, the business at Superior elevators has been disappointing; and at March 15 Chief Inspector Christianson, Chief Weighmaster Kimball and Chairman Andrew were the only employees of the Grain Commission at work, with the exception of one or two additional men when the receipts were too much for Mr. Christianson to handle alone.

IN THE COURTS

Appointed receiver of the assets of the Chicago Railway Terminal Elevator Co., on February 18, 1904, the Equitable Trust Co. has received \$50 for services extending over two years. The elevator company has been discharged as a bankrupt, and the receiver's final report has been approved.

W. L. Taylor, president of the Taylor Grain Co., of Topeka, Kan., has notified W. E. Sterne, who was appointed receiver by Judge Pollock, that he has effected a settlement with the majority of creditors who hold claims against the company and will ask that the receiver be discharged by the first of May.

Martin J. Hahn of St. Peter, Minn., has brought action against the Plymouth Elevator Co. to recover damages in the sum of \$2,000, for injuries received. Hahn was formerly in the employ of the Plymouth Elevator Co., and on November 20 last was caught in the shafting of a corn sheller and had his left arm fractured in two places. He claims that the shafting was not sufficiently protected as required by the state law.

Lorenzo W. Curtis, of Elsie, Mich., has filed a bill in chancery against George B. Briggs asking that the partnership of Curtis & Briggs be dissolved and a receiver appointed. The firm has done a grain and elevator business for eleven years at Elsie, but of late there have been differences between the partners, and Curtis claims that Briggs has had more than his share of the money and has converted grain and coal belonging to the firm to his own uses.

The Early & Daniel Company, the Gull Bros. Company, the Union Grain & Hay Company and the Cincinnati Grain Company have filed an involuntary petition in bankruptcy against Harry J. and Bernard Borgman, doing business as Harry J. Borgman & Co. All the parties are engaged in the hay and grain business in Cincinnati, Ohio. The petitioners allege that the defendant company is insolvent and has committed an act of bankruptcy in that it has made an assignment.

Proceedings have been commenced in chancery against the McReynolds Elevator Co. of Chicago by the Sykes Roofing Co., which seeks to compel payment of \$3,000 on a contract for work on the McReynolds company's elevator A in South Chicago. The Northern Trust Co. also is made defendant to the bill, which recites that the complainant corporation agreed to place a new roof on the South Chicago elevator building two years ago for \$3,000. Of this amount, the court is told, but \$600 has been paid. The Sykes Co. says that the Northern Trust Co. professes to have some interest in the building and the court is asked to adjudicate the matter.

The Christie Grain and Stock Company of Lincoln, Neb., has begun suit in the District Court against J. Albert Anderson, for \$3,126. The company alleges that an accounting with Anderson on February 1 indicated that he was owing it \$2,123.19. The defendant mailed the company his check for \$1,000 of this amount, drawn on the Columbia National Bank. The company deposited the check in its bank, it claims, but the Columbia National refused payment on it, as did the defendant. The plaintiff claims that in consequence it was compelled to pay out on the defendant's account \$1,002.81, the amount of the check with protest fees. At present, instead of being the creditor of the defendant for only \$2,123.19, it claims that he is owing that amount plus the \$1,002.81. It wants judgment for the whole amount and costs of the suit, together with interest.

Popcorn is corn, according to a decision rendered by Judge Wm. Hutchinson at Sioux City, Iowa, last month. The question arose in an action brought by Henry Brennan against Riley Halloway, both of Monona County, Iowa. Brennan rented a farm to Halloway on the following conditions: For each acre not planted to corn the renter has to pay a cash consideration of \$3, and for each acre planted to corn he was to give the landlord two-fifths of the crop. The renter planted twenty acres of the farm to popcorn, and the landlord demanded two-fifths of that crop, as well as two-fifths of the crop of Indian corn. The renter resisted, claiming that only Indian corn was implied in the provisions of the rental agreement. He undertook to dispose of the popcorn while the matter was in controversy, but the landlord secured an injunction restraining the sale. On the injunction hearing Judge Hutchinson decided that popcorn was corn and the renter would be compelled

to pay a proportion of the crop to the landlord. However, while the popcorn was tied up by the injunction, the price went down and much of the corn rotted. The renter brought damage suit against the landlord on this account, securing a verdict of \$200 damages.

The accuracy of the Erie (Pa.) city scales has been determined in a civil suit brought by the Miller Grain Co. against a Dr. Bryce. The defendant had refused to settle his entire bill for grain purchased from the plaintiff company on the ground that he had not received full weight. The grain had been weighed on the city scales by the proper agent and slips of the weight given. Several days after Dr. Bryce had the grain weighed on a borrowed scale which he first had tested by the city sealer of weights and measures. The scale showed a difference, it is alleged, of nearly 1,000 pounds. Dr. Bryce then claimed that the city scale was wrong, although the weigher testified that it had been tested and stamped with the official seal. The Miller Grain Co. refused to accept the weight of the borrowed scale, and carrying the matter into court, recovered.

Suit is about to be brought by City Attorney Lyons of Superior, Wis., against the elevator companies of that city for about \$25,000 alleged to be due for back taxes on grain stored in the elevators. It is understood the elevator people will contest the case to the court of last resort. When the question of taxing the grain in elevators came up last August the elevator people made a strenuous fight against what they termed the illegal action of the board of review which imposed the tax. None of the elevator companies has paid the tax assessed against them, and in legal circles it is held to be problematical whether or not the assessment will hold, in view of the fact that the city accepted a settlement of the taxes imposed on grain two years ago. On account of the Great Northern and Itasca Elevators being assessed by the state, it is understood that these companies will await the outcome of the present issue to see whether the city or state has the right to collect the amount of the assessment.

Chief Justice Falconbridge, sitting at Toronto, Ont., has dismissed the action of the Northern Elevator Co. of Winnipeg against the Lake Huron and Manitoba Milling Co. The action was based upon an alleged conversion by the defendants of 10,000 bushels of wheat, part of a cargo of 95,000 shipped in May by the plaintiff. The question was whether the shipment was made on the New York July wheat scale or on the price of a later date. "In order that the plaintiff shall succeed," says the chief justice, "it becomes necessary to read into this contract the alleged custom that in a sale such as this there is an implied term that the defendant in settlement for the cash wheat must supply the July option. A custom to be binding must be universal. The alleged custom here was stated to be universal, but that expression was qualified by the statement that Mr. Crowe, manager of the Northern Elevator Co., meant New York, Winnipeg, Chicago and Minneapolis. It was not contended that it included Toronto, and in fact Mr. Crowe declined defendant's proposition to arbitrate at Toronto, on the ground that Toronto people were not familiar with that class of trade."

Thos. E. Haven, a stockholder in the H. & K. Warehouse Co., of Oakdale, Cal., has brought suit against that company and the Oakdale Milling Co., to set aside the conveyance of the property of the H. & K. Co. to the Oakdale Co., as being fraudulent. Mr. Haven is the owner of 500 shares, or more than one-third of the capital stock of the H. & K. Co., and he alleges in his complaint that the transfer was made without his knowledge or consent, and that the officers of the H. & K. Co., whose names were signed to the complaint, are not legally elected officers of the corporation. On this point he alleges that the directors of the H. & K. Co. have not held a meeting since the incorporation of the company in 1896, the directors, Jacob Haslacher, Thomas B. Dorsey, N. S. Harold, William Litt and Louis Kahn, who were elected at that time, are still the legal officers, in the place of those who 'drew up the deeds in question, namely, D. E. Lee, H. C. Barton, A. B. Haslacher, Louis Frankenheimer and Richard Roe. He alleges further that these gentlemen are officers of the Oakdale Milling Co., and actively interested in its business, and that they made the fraudulent transfer of the warehouse property for the benefit of the milling company. Mr. Haven also avers that the price paid for the H. & K. Co. property, \$34,000, was far below its actual value, and that before the deal was made the milling company intended to pay a much higher price for the property, which is said to be worth \$45,000. He claims that the whole deal was planned by the officers of the Oakdale Milling Co., and without the consent or knowledge of himself and other

stockholders of the H. & K. Warehouse Co. The complainant asks the court to adjudge the deeds to be fraudulent and void; that said deeds be canceled and annulled; that the Oakdale Milling Co. be restrained from making use or claiming the title to the property, and that the title thereto be again vested in the H. & K. Warehouse Co.

LIABILITY OF RAILROAD COMPANY FOR FAILURE TO PROVIDE CARS.

Secretary George A. Wells has published the following opinion from a Des Moines attorney upon the question of the liability of carriers for failure to provide cars on demand of shippers. It would be well to compare this with an opinion on the same subject found in the proceedings of the Grain Dealers' Union on another page:

"Complying with your request of the 23d inst., we submit our opinion upon the case stated in your communication. The case stated is this:

"... of ... Iowa, having sold corn for December delivery, on December 18, 1905, requested the ... railway company to furnish at ... twenty cars for shipment to Chicago of shelled corn. The request was accompanied with the statement that the corn was sold for December delivery. The request was not complied with. No cars were furnished during the month of December and ... were in consequence obliged to make settlement with the purchaser for non-fulfillment of the contract at a cost of \$75. The December rate was fifteen cents per cwt. On January 1 the rate was advanced to sixteen cents per cwt. to be effective on January 10.

"On January 6 ... renewed their order for twenty cars. The request was accompanied with the statement that the cars were desired for shipment before the 10th inst., in order to avoid the advance in the rate. But one car was furnished previous to January 10, and in consequence the shipper was obliged to pay the advanced rate. Upon the case stated, we have reached the following conclusions:

"1. It is provided by Code Section 2116 as follows: 'Every railway corporation shall, when within its power to do so and upon suitable notice, furnish suitable cars to any and all persons who may apply therefor, for the transportation of any and all kinds of freight and receive and transport such freight with all reasonable dispatch....'

"It is required by Section 2113 that the railway commissioners may require any railway company to make additions to its rolling stock, if in the judgment of the board it is necessary for the reasonable accommodation of the public.

"2. In our opinion the provisions of Code Section 2116, above quoted, express the measure of duty imposed upon a railway company, and if a railway company upon reasonable notice should fail to furnish cars demanded, when it was reasonably within its power to do so, it would be liable in damages to the shipper making such demand.

"3. The damages to which a railway company would subject itself, under the conditions stated above, would include and embrace all the loss sustained as a direct consequence of the failure to provide cars. This would comprehend damages to which the shipper was subjected by reason of inability to fulfill contracts, where the railway company was notified that shipment was desired to be made to fulfill contracts within a given time. Also, probable depreciation in market and also loss occasioned by advance in freight rates.

"4. It is to be observed that the duty imposed upon a railway company to furnish cars arises only upon reasonable notice. Reasonable notice is a relative matter, dependent upon conditions and circumstances, and is always a question of fact to be determined with respect to such circumstances. It would appear to us that a notice on December 18 for cars to be spotted for shipment during the month would be a reasonable notice.

"5. Reasonable notice having been given, a railway company's obligation to furnish the cars and responsibility in damages for a failure depend upon a failure to furnish the cars demanded, 'when within its power to do so.' The railway company is not bound in performance of its duty to the public to have sufficient cars to enable it to meet extraordinary demands on the part of shippers. Every company is bound to provide sufficient rolling stock to enable it to receive, and transport, with reasonable dispatch, all freight tendered to it. If a railway company is so inadequately supplied with rolling stock as to render it unable for that reason to comply with reasonable demand for cars, that would be a

failure to perform the duty imposed by statute and should render it liable in damages.

"But in this connection, it is important to observe the provisions of Code Section 2113, conferring upon the railway commissioners power to order an addition to the rolling stock of a railway company. In the absence of any requirement on the part of the railway commission in respect to the rolling stock of a railway company, it might well be said that its rolling stock was not inadequate. However that may be, it, nevertheless, is a question of fact whether the rolling stock of the company is or is not adequate for the reasonable requirements of the public. It is also a question of fact whether, in a given instance, a railway company has failed to furnish cars, 'when within its power to do so.'

"6. Speaking directly with reference to the case in hand, we are of the opinion that the railway company is responsible to ... upon the case stated, as it was within the power of the ... railway company to furnish the cars demanded for the December shipment, and also for failure to furnish for the January shipment.

"We do not have data to enable us to determine the question of fact involved as to whether it was or was not within the power of the company to furnish the cars. As a practical matter, it would seem to us that upon the question of whether the railway company was justified in its failure, under the circumstances, the shipper would be at a disadvantage. The testimony and the facts are all within the knowledge of the railway company. If it could be ascertained that the company filled requisitions for cars to other shippers upon notice received the same day, or immediately following notice from ... that would probably be sufficient to sustain the point in favor of the shipper.

"7. In our opinion, the letters of December 18 and January 6 attached to your communication are sufficient in their specifications to inform the railway company of the purpose and necessity of the cars demanded.

"8. We are unable to find that the question involved has been ruled upon in any opinion of the Supreme Court of the state. The legal propositions involved, however, are well settled, and as we believe are as above set forth."

AN ARBITRATION DECISION.

The following is a decision by the arbitration committee of the Grain Dealers' National Association:

Bennett Commission Co. of Topeka, Kan., vs. W. H. Merritt & Co. of Chicago, Ill.

Plaintiff sold to defendant on July 27, 1903, 15,00 bushels No. 2 hard winter wheat at 73½, east of the Mississippi River; August 5, 1903, 5,000 bushels No. 2 hard winter wheat, at 76, east of the Mississippi River; August 11, 1903, 2,000 bushels new No. 2 hard winter wheat at 76½, east of the Mississippi River; subject to Kansas City inspection, Chicago weights, to be shipped from country within ten or twenty days, and billed Chicago.

There is to difference between the parties as to the quality sold, price, inspection or directions.

Directions forwarded by defendant directed that the same be forwarded to W. H. Merritt & Co., New York, via Chicago for export, and presuming that it would be forwarded via Chicago, Rock Island & Pacific Railway; but if they were going to ship it over any other road, then special billing was to be forwarded. These were furnished July 30, 1903, and apparently applied to all future shipments, as no objection had been presented.

On these contracts 29 cars of wheat were forwarded, containing, according to Chicago weights, 28,610:50 bushels, showing a surplus of 610:50 bushels.

The forwarding of these cars required inspection at Kansas City, as well as switching to other roads, so as to complete delivery, as originally agreed. To comply with these conditions, charges for switching, transferring and demurrages became necessary, which plaintiff insists defendant should pay. Amount of such charges, \$15.

Defendant's contract was such that it did not require his watchfulness at Kansas City to see that these shipments were not delayed. Plaintiff had assumed such when accepting shipping directions. Failure or neglect to watch such, or protect himself, makes it impossible to place such burden on defendant.

What caused these charges, and why were they necessary? No evidence has been produced that defendant was neglectful, as already shown by his shipping directions.

Plaintiff's directions to his agent may possibly locate this; or were such charges necessary so as

to be able to comply with contracted directions?

Adjustment of surplus on contract was adjusted on the basis of Chicago market, October 15, 1903; at 73½ cents per bushel, east bank of Mississippi River, the price being considered just according to what wheat of this quality was selling at on October 15, 1903, as per evidence produced.

Plaintiff claims that this price should be 79 4-10 cents per bushel, such price being based on the value of wheat of this quality on same day in Kansas City, Mo.

In October, 1903, wheat was worth more in Kansas City and Southwest than it was worth in July and August, 1903, and makes it possible for this honest difference to be an issue.

Had plaintiff shipped but 28,000 bushels, no difference could have been arbitrated. He failed to do this, however, by shipping 28,610.50 bushels, and forwarded such surplus to a point where values were less than at Kansas City, and to a point where defendant could only use it.

As to the point that "Chicago was only to settle weights, and that New York being destination their values then should govern," that would hardly apply, as the value in New York at that time was less than in Chicago.

Defendant does not deny having received the surplus, but accepts such on market basis, day of unloading, and makes returns accordingly.

Custom has long established this point, and it should not be ignored.

Defendant's directions, with weighing conditions, established a basis for settlement as to fixing a price on a reasonable surplus quantity.

Inspection at Kansas City established the grade only, but at no time relieved the plaintiff as to delivery.

Our conclusion is that the claim of plaintiff be not sustained, and that they pay the cost of arbitration.

Adolph Gerstenberg, C. B. Jenkins, W. T. McCray, Committee of Arbitration, Grain Dealers' National Association.

Toledo, O., March 19, 1906.

RAILWAY LIABILITY.

The state of Washington Supreme Court on February 28 handed down a decision in which it is held that a railway company is responsible for the delivery of freight beyond its own terminals if it receives the freight for such delivery. The ruling is made in a suit brought by the Allen & Gilbert-Ramaker Company against the Canadian Pacific Railway Company, in which judgment for \$500 was given for damages to a carload of pianos.

The Canadian Pacific Railway was only an intermediate railway transporting the line, but the freight was routed by the Canadian Pacific and an agent of that company receipted for it in New York. After being transported over several American roads the car was taken across the continent by the Canadian Pacific as far as Sumas and then shipped to Seattle by the Northern Pacific. It was impossible to tell on which road the damage occurred. The Canadian Pacific claimed that it could only be held responsible for damage that had occurred on its own line, and as the damage could not be proven against any one of the roads, the Canadian Pacific and all the others would, therefore, escape.

The opinion, which was written by Judge R. O. Dunbar, points out that while there is a mass of widely divergent authorities on the question and under common law, without a specific contract, a carrier could not be held for damages beyond its own terminals in transferring freight, and as the Canadian Pacific had assumed the responsibility for shipment by issuing a bill of lading in New York, it should be held responsible for damages to the freight until it was delivered to the point to which the road had billed it. The point has never been ruled upon in the courts of Washington and different state courts have ruled otherwise. Decisions of English courts agree with this decision.

Influential Chinese merchants in San Francisco have received information from China to the effect that the boycott is dying out, according to the San Francisco Bulletin. The building of the Canton-Hankow railroad is said to be exerting a powerful influence in favor of trade with America and has almost won back the sympathy of importers of foodstuffs from this country.

Prof. C. V. Piper, professor of entomology, zoology and botany, has discovered a disease which is fatal to squirrels. In company with his brother, S. E. Piper, of the biological survey, U. S. Department of Agriculture, Professor Piper is engaged in spreading this disease among the squirrels, and so put an end to ravages caused by these little animals among the wheat crop.

FIRES--CASUALTIES

The grain office of T. S. Gurney at Hart, Mich., was destroyed by fire early in the morning of April 2.

Campbell Bros.' granary at Clyde, Minn., was destroyed by fire on March 17, involving a loss of \$3,000, with \$1,200 insurance.

Fire of an unknown origin destroyed the Western Elevator at Garvin, Minn., on the morning of March 9. About 16,000 bushels of grain were lost with the building.

An overheated bin of flax in the elevator of the Imperial Elevator Co. at Willow City, N. D., caught fire on March 27. The blaze was put out without much trouble, the principal loss being caused by water.

John Knappe lost his footing while working in the elevator at Burr, Minn., and, falling on the drive belt, was carried to the bottom of the elevator badly cut and bruised. Subsequently he resigned his position.

The elevator of the Farmers' Grain & Coal Co. at Bearsdale, Ill., was destroyed by fire on the morning of April 1. The loss is \$6,000, insurance, \$4,500. The fire is thought to have been of incendiary origin.

Fire on March 15 destroyed the St. Anthony & Dakota Elevator at Hoople, N. D., and its contents, 17,000 bushels of grain. A carload of grain on a sidetrack near the elevator also was destroyed. Loss, \$35,000.

The Minneapolis and Northern Elevator at Brandon, Minn., was destroyed by fire on March 8. About 18,000 bushels of wheat and 1,000 bushels of flax were in the building. The cause of the fire is unknown.

An attempt was made to burn Joseph Maguire's elevator at Benson, Neb., on March 27. Coal oil had been poured over the corncribs and ignited, but prompt action on the part of the fire department prevented serious loss.

The State Elevator Co.'s elevator at Lester Prairie, Minn., was destroyed by fire on April 4. There was only about 300 bushels of rye in the building at the time of the fire. The loss is estimated at about \$2,000, covered by insurance.

Fire destroyed the Iowa Elevator Co.'s elevator at Lohrville, Iowa, on March 3, together with 1,200 bushels of grain. The fire started about 8 o'clock in the evening from some unknown cause. The loss is about \$10,000, covered by insurance.

J. T. Scroggs' elevator at Carthage, S. D., burned on the night of March 22. It contained about 18,000 bushels of grain, mostly wheat. There was \$7,000 insurance on the grain, and \$3,500 on the building, the total loss exceeding the insurance about \$3,000.

The west wall of F. Pico's grain warehouse at Alessandro, Cal., collapsed last month, deposited the sacks of grain upon the railway tracks, where they successfully held up a freight train for some hours. The trouble was caused by a weak floor and poor piling of the sacks.

The Cartwright and Headington Elevator at Portland, Ind., was damaged by fire on the night of March 15 to the extent of \$4,000. The loss is covered by insurance. This is the fourth fire in Portland in a few weeks and is believed to have been the work of an incendiary.

The elevator of the National Elevator Co. at Kempton, N. D., was destroyed on April 3, about 6 o'clock, a. m., together with between three and four thousand bushels of grain and a Great Northern freight car. The loss is estimated at \$6,000, the grain loss being \$2,500. The origin of the fire has not been ascertained.

Incendiarism is supposed to have been the cause of a fire which destroyed the farmers' elevator at Marietta, Kan., on March 14. The fire broke out about 2 o'clock in the morning and spread rapidly beyond control. The temperature was 12 degrees below zero and a heavy coating of snow and ice protected the surrounding buildings from the sparks and blazing debris.

The Trans-Mississippi Elevator at Council Bluffs, Iowa, which has just been completed by the Trans-Mississippi Grain Co. of Omaha, Neb., had a narrow escape from destruction by fire on March 7. While the workmen were putting the finishing touches to the roof of the west annex a bucket of tar boiled over and, becoming ignited, communicated the blaze to the roof. Dense black volumes of smoke prevented for a time the location of the fire, but the firemen, who promptly answered the alarm, succeeded in controlling the blaze and preventing its spread. The

loss was about \$200. The elevator has a capacity of 600,000 bushels and is equipped with the most modern machinery. It is valued at \$150,000.

The insurance companies have adjusted the claims of the Peavey Co., on its burned elevator at Duluth, Minn., at \$263,261, or 96 per cent of the insurance. The grain is being handled for the underwriters.

The elevator owned by the Atlantic Elevator Co. of Minneapolis at Eden Valley, Minn., and a smaller warehouse owned by the Osbourne-McMillan Elevator Co., of Minneapolis, were totally destroyed by fire on the morning of April 2, between 8 and 11 o'clock. The fire is supposed to have originated from cinders dropped through the chute from a freight train. The loss was about \$8,000. About 20,000 bushels of wheat were destroyed with the buildings.

The elevator of the Atlas Elevator Co. at Yankton, S. D., had a narrow escape from fire on March 8. The fire, which was subdued before much damage was done, had a rather curious origin. The rapid thaw of the snow, which had accumulated around the elevator, formed a lake of water, which rose high enough to reach the oil house, stopping the machinery. An employee sent to remedy the trouble struck a match, when some gasoline which was floating on the surface of the water ignited. The blaze was quenched without recourse to the fire department.

The W. T. Kemper elevator at Kansas City, Mo., seven stories in height and with a capacity of 325,000 bushels, was destroyed by fire which broke out on the top floor about 6 o'clock in the evening of March 29. About 125,000 bushels of grain were lost in the fire. The loss is estimated at about \$167,000 with \$140,000 insurance. The engine room, the boiler room and the electric plant were saved. Nothing is known as to the cause of the fire, but it is supposed to have been caused by a defective or broken electric wire. The elevator is better known as the Missouri Elevator. It was built in 1894 and was formerly owned by John H. Moore, at one time mayor of Kansas City. Mr. Kemper states that his company will rebuild as soon as the insurance is adjusted and the debris can be cleaned away.

The Schmidt Grain Co.'s two warehouses at Heno, Ohio, formerly owned by Harry W. Kress, were burned on March 29. The loss was \$17,300, divided as follows: Frank Schmidt, of Colerain Avenue, Cincinnati, building and stock, \$8,000, with insurance of \$7,800; C. H. and D. buildings and cars, \$4,300; Wardlow-Thomas Paper Company, flax stock, \$5,000; total insurance, \$16,000. A hatless and coatless man was arrested at Trenton in connection with the fire, who stated he was asleep in the building, and barely escaped with his life. Incendiarism is suspected, as the night before an attempt was made to fire the Lumbermen's Building in the town, but the fire may also have been due to a locomotive spark. The blaze of the fire was so great that a burning shingle set fire to a house at half a mile distant from the burning elevator.

A bulletin has been issued by the experiment station at College Station, Texas, entitled "Alfalfa Seed Testing." It contains the results of a large number of experiments carried on by Dr. O. M. Ball, professor of botany in the Agricultural and Mechanical College. The bulletin declares that alfalfa seeds are small and readily become contaminated with the seeds of weeds that frequently become a serious pest. Thirty different varieties of weed seeds were found in thirty-two samples of alfalfa seed secured from seedmen doing business in the state and analyzed by Dr. Ball. The most common and troublesome of these weeds were Russian thistles, rib grass, tumble weeds, careless weeds, dodder, green foxtail, yellow foxtail and curled dock. Some of the samples examined contained as high as 29 per cent of dirt, trash, broken seeds and weed seeds, thus lowering their value by about one-third. Not only is the value greatly lowered by the amount of foreign matter and weed seeds, but in many cases a large percentage of the pure alfalfa seed is found to be dead and will not germinate. By actual experiment it was found that in some samples only about one-half of the seeds would sprout when kept moist and in a warm room. This lack of vitality, combined with the dirt and trash and weed seeds, lowered the actual value of some of the samples to less than 40 per cent of their nominal value. These are matters of considerable importance to the farmer who has any considerable acreage to sow down in alfalfa. The bulletin suggests simple methods of testing alfalfa seed for impurities and for vitality, which the farmer can readily carry on at home. The experiment station also stands ready to examine, free of charge, all samples of alfalfa seed sent in by farmers or dealers.

BARLEY AND MALT

The Canada Malting Co.'s plant at Winnipeg, Man., was burned on March 10. An elevator filled with barley was saved. The loss is estimated at about \$30,000, covered by insurance.

The Manhattan Malting Co., at Manhattan, Mont., made a shipment of eight large cars of barley for export last month. This made the fifth shipment of a like quantity of Gallatin Valley barley which has left Manhattan for export within the past few months.

Former Senator Charles A. Stadler of Brooklyn, president of the American Malt Co., has awarded the contract for the engine house for the company's new \$1,000,000 elevator and malt house at Buffalo, N. Y., to James T. Stewart & Co., of Chicago, who have the other building contracts. The contract for furnishing electric power has also been let. About 1,800 horsepower will be used.

It is announced that the American Malt Co. has been incorporated under the laws of New Jersey with \$15,000,000 capital, divided into \$9,000,000 preferred stock and \$6,000,000 common stock, as the successor of the American Malting Co., under the reorganization plan. The preferred stock is entitled to 4 per cent dividends from April 1, 1906, until October 1, 1906, the rate thereafter to be not exceeding 6 per cent per annum. According to the reorganization plan the old American Malting Co. preferred stock will be exchanged for 62 per cent in new preferred and the old common will receive 44 per cent in new common.

[From the "American Brewers' Review."]

THE IMPROVEMENT OF AMERICAN BREWING BARLEY.

The United States Department of Agriculture has been engaged for some time in the study of American barleys obtained from different barley growing localities, with a view to their improvement for brewing purposes; and some of the state agricultural experiment stations, notably that of Wisconsin, have taken up the subject with much zeal and we hope with fair prospects of ultimate success.

It should not be lost sight of that some of the barley that is now grown in the United States in certain localities must be adjudged of good quality—barley that meets most of the requirements and needs of the maltster and brewer; barley that is peculiarly suited to the malting and brewing operations as carried out in American plants. There is also found barley that is peculiarly fit for the production of high-class bottle beer, that, besides having the cherished qualities for which draught lager beer is known, meets the additional requirement of being "chill and summer proof," that is, of keeping bright and without sediment whether subjected to low or high temperatures, whether stored on ice for weeks or at high summer heats for months.

We must not forget in introducing European varieties of barley to this country, especially of the two-rowed type, that the brewing of bottle beers, stable to the extent of the American trade demands, is an art to which the European brewer has not yet attained, and that the success of the American brewer in this respect lies largely in the proper selection of his barley, which should be of the six-rowed type, with rather a high albumen content, while the European varieties of the two-rowed type thus far cultivated in this country, as well as the six-row low albumen types, like the California Bay brewing barley and its progeny, have not proven successful in the production of such high grade bottle beers.

Manifestly, it would not be good policy to displace or exterminate a type of barley which yields satisfactory results—a type which it has taken much time to become acclimated and much work to cultivate up to its present standard of efficiency—by new types unless the superiority of these be absolutely demonstrated. And such demonstration, on the result of which judgment is to be passed, should not be undertaken by the scientist in his laboratory, but by the maltster and the brewer, with expert guidance and under expert control.

Since, therefore, some of the barley grown in this country is evidently of the desirable type and quality, while the superior results obtained in Europe with highest grades of two-rowed barley warrant a grave suspicion as to the outcome of aims directed toward the introduction and distribution of these two-rowed types, it becomes important to consider whether in our endeavor to improve our American barleys we should not start out with these tried acclimated six-rowed types in preference to bringing into this country European varieties which at best would not satisfy the Amer-

ican brewer of high-class products. And we can certainly not expect to produce on American soil and under American climatic conditions a barley from the European seed that will be better suited for such high grade, especially bottle, beers than is the two-rowed barley as produced to-day in Germany and other brewing countries of the old world.

For this and for other reasons, the two-rowed types of barley not offering any inducement or promise in the way of improvement over some classes of our indigenous six-rowed barleys, we should turn our attention either to the introduction, with befitting precaution, of new six-rowed varieties or to those indigenous barleys which fairly meet all our expectations, and improve our American barley by distribution of seed of known good quality and desirable type, and displacement as quickly as possible of the varieties less suited.

And here a new factor enters which only of recent years has received the attention it merits, and gives the whole question of barley and plant cultivation generally a new aspect, throwing on it a limelight from a new point of view.

It is well known that the barley growing in our fields, and brought into our elevators after thrashing, is not all of the same parentage, but represents a mixture of unknown properties and offspring of different varieties. These varieties may differ in points essential to malting and brewing interests. Barley representing a mixture of Scotch or Manshury and Bay Brewing will certainly not be as desirable as pure Manshury barley. Now, we do not know in what proportion barley sprung from a less desirable type is mixed with our better grades of brewing barley, but it stands to reason that if we could resolve this mixed barley in some way into its different component types, we would doubtless obtain superior results by using the most desirable variety alone. And this important result can be accomplished, positively, as the example of Sweden shows us, by breeding pure races of barley out of our own stock or, possibly, by introducing pure races that have given good satisfaction elsewhere.

Dr. David Fairchild, explorer of the United States Department of Agriculture, Bureau of Plant Industry, has drawn attention to the importance of the question of starting out with pure races of barley in all attempts at improvement of barley by seed distribution, and it is the purpose of this article to show what has been accomplished in another country by this means, what we may expect to accomplish in America, and especially to emphasize that we should not overlook the good quality of some of our own varieties in this important movement for improvement. The question and the importance of the subject in hand will, we hope, become lucid by the perusal of the following article.

It stands to reason that such a work can be successfully carried out only by theory and praxis working hand in hand. On one side it must be placed on a scientific basis, upon a thorough study of purely botanical marks, which furnish the most reliable means for the detection of essential and inherited properties in the mother plants, and also give to the new varieties thus produced the value of typical, new botanical forms, independent of soil and climate. On the other side such a culture must be propagated on a large scale by the grain producer; and it becomes his share of the work to keep the adopted pure races of barley in as pure a state as possible. Between the two, the producer of the barley on the one hand and the scientific investigator on the other, stand the vast industrial malting and brewing interests of this country; and there is no apparent reason why these should not reap together with the tiller of the soil the same great benefits from the pursuit of scientifically controlled pedigree barley breeding as have accrued to these interests in Sweden.

In this undertaking the farmers' interests will undoubtedly find the unqualified support of the United States Agricultural Department and state experiment stations, which will furnish them with the selected pure seed, educate them as to the types best suited to different localities and soils and give information as to proper precautionary measures to avoid mixture of varieties, and bring their great influence to bear on the distribution of races found especially fit for various employments and locations.

[TO BE CONCLUDED.]

IMPURITIES IN BARLEY.

Sometimes the province from which a barley comes can be ascertained by examining the impurities, foreign seeds, etc., which the barley contains. M. Bekaert, at a recent exhibition in Belgium, gave a list of these which are rather interesting. In barley from the Black Sea the general impurities were fumitory, bindweed, oats, cancellarides and black peas; the characteristic impurities were black oats and bindweed. Danubian barley contained decorticated red peas, black and white oats, wheat, bindweed and black peas; the characteristic impurities being black oats,

bindweed and decorticated red peas. Brewing California barley (six-rowed) as general and characteristic impurities had black, white and red oats. Smyrna barley as general impurities had fumitory, tares, wild ranunculus, cancellarides, large black peas; and as characteristic impurities wild ranunculus, large red peas and tares. Barley from Vendée, in France, had, as general and characteristic impurities, flint, lucerne, shells and elongated oats. Barley from the Polders gave tares as the general and characteristic impurity.

SEPARATING OATS FROM SEED BARLEY.

My seed barley of the crop of 1904 had a sprinkling of oats in it and I have been looking for some effective method of separating them from the barley. Professor Moore suggested that oats could be separated from barley by using water as a separating medium. I have made a few trials of this method and think it is a very easy and efficient method, as well as a fast one, if gone at systematically.

While treating my barley for smut I used two kegs that held about ten gallons apiece and filled them about two-thirds full of solution, and then poured the barley in slowly, allowing the light barley and oats to rise to the top and the heavy barley to sink to the bottom. I then skimmed off the grain that had risen to the surface of the solution, drained out the solution after a sufficient length of time to kill all smut germs, and then emptied out the heavy barley.

This method, as I operated it, is somewhat slow, but I found it very efficient, and it can be improved, and I believe, with an especially constructed apparatus, could be made very thorough and done very quickly. I treated enough by this method to sow four acres and have sown as much untreated for the same amount of ground, and will know more of the efficiency of the method at thrashing time.

This method can be used to separate any light grains from heavy grains. I think it could also be used to advantage in improving any variety of grain that will settle in water, as there are some light kernels in all grains that will grow, but will not produce a good stalk, or stool out as much as plumper grain that has more vitality.—Rufus Gillette, Verona, Dane County, Wis., in Third Annual Report Wis. Agr. Exp. Assn.

WHEAT BURNED IN MILL.

Where a farmer takes his wheat to mill and it is there dumped into a bin with other wheat, and with the understanding that it is to be sold, but without any definite contract as to the price, and the mill and all its contents are destroyed by fire, can the farmer make the miller pay for the wheat?

This question raises a point that is frequently very difficult of decision. If the wheat had been sold to the miller, he was of course bound to pay for it, and it was no affair of the seller that it was afterward destroyed. On the other hand, if the wheat remained the property of the farmer, the contract was one of bailment, and the miller is responsible to the farmer only in case the fire was caused by his negligence. The difficulty is to determine whether the contract was one of sale or of bailment. The following statement of the principles governing such cases is from Judge Benjamin's "Principles of Sales":

"Where the identical goods delivered are to be restored in the same or an altered form (as where wheat is to be restored as flour), the property in the goods is not changed; the transaction is a bailment.

"But where there is no obligation to restore the specific goods, and the receiver is at liberty to return other goods of equal value or the value in money, he becomes a debtor to make the return, and the property in the goods is changed.

"It is held, however, that where grain is deposited with a warehouseman, with an understanding that it will be mingled with other similar grain of other parties, and that its equivalent from the common mass will be returned in the same or an altered form, the depositor is a tenant in common pro rata with all the other like depositors, and the warehouseman is their common bailee. This is merely the case of an intermixture or confusion of goods with the consent of the owners, and each remains the owner of his share in the common stock.

"But if by the contract, express or implied, the depositor has parted with the right to reclaim the goods or their equivalent from the common stock, and the warehouseman has acquired the right at his pleasure either to return them or to consume or sell them on his own account and pay for them in money, the warehouseman is not a bailee; the property in the goods has passed to him."—Farm Journal.

John Klusemeyer has been appointed manager of the Johnson Elevator at Latimer, Iowa.

PERSONAL

Elmer Roberts has taken charge of the National Elevator at Harlem, N. D.

A. J. Moris has been succeeded by Albert Floren as grain buyer at Pennock, Minn.

T. H. Norton of Houghton, S. D., has taken charge of the elevator at Lebanon, S. D.

A. R. White has been appointed manager of the Ober, Kingsbury & Co.'s elevator at Goodall, Iowa.

Albert Thrasher has resigned his position as manager of the Truax Elevator at Humboldt, S. D.

Aug. Boetha has been appointed grain buyer for the Northwestern Elevator Co. at Clara City, Minn.

Jacob Lepler has succeeded August Geisler as agent for the Northwestern Elevator Co. at Clara City, Minn.

B. B. Hine of Howard Lake, Minn., has been appointed agent for the State Elevator at Grove City, Minn.

A. M. O'Brien has succeeded W. H. Nichols as buyer for the Peavey Elevator Co. at Belleplaine, Minn.

J. P. Cole has been succeeded by James Jameson as manager of the Bennet Elevator at Le Sueur Center, Minn.

Chas. Marshall has been succeeded as manager of the Central Granaries Co. at Garrison, Neb., by John W. Emery.

Otto Ramlow of Otter Lake, Mich., has been appointed manager of the Sochbridge Elevator Co. at Clio, Mich.

Henry Huckenpoehler of Arlington, Minn., has been placed in charge of the Pacific Elevator at Gibbon, Minn.

John Holster of Jackson, Minn., has taken charge of the A. D. Packard & Son Elevator at Dunnell, Minn.

Arthur Osterburg has resigned his position as local agent for the Atlantic Elevator Co. at Elbow Lake, Minn.

Andrew Thompson has been appointed wheat buyer for the St. Anthony and Dakota Elevator at Wolverton, Minn.

Lars Yapson of Fessenden, N. D., has accepted a position with the Royal Elevator Co., as grain buyer at Carpio, N. D.

J. Johnansen has been succeeded as manager of the Northern Grain Co. at Toledo, Iowa, by A. Bruce of Glidden, Iowa.

J. J. McIntyre of Litchfield, Minn., has been placed in charge of the Osborne-McMillan Elevator at Campbell, Minn.

A. L. Edmonds of Stephen, Minn., has succeeded C. C. Peterson as agent for the Imperial Elevator at Hallock, Minn.

C. N. Erwin has resigned as manager of the American Grain Co. at Bancroft, Neb. James Sharp is expected to succeed him.

Chester Webster has resigned as manager of the Monarch Elevator Co.'s house at Wheatland, N. D. He will be succeeded by W. I. Turner.

John M. Geheren of Murdock, Minn., has gone to Johnson, Minn., where he will succeed Mike Bauer as grain buyer for the Cargill Elevator.

Floyd Nelson of Souris, N. D., has gone to Kramer, N. D., to take charge of Cameron Bros. & Melby's Elevator for the next three months.

O. H. Fosmo has succeeded Chas. Stewart as agent for the Monarch Elevator Co. at Sykeston, N. D. Mr. Stewart will devote himself to farming.

Oscar Shumway, for 44 years engaged in the grain business at Webster, Mass., has been elected town treasurer for his 38th consecutive term.

A. E. Slessman has resigned his position as manager for the Fremont Elevator Co., Fremont, Ohio. He will probably be succeeded by Al. Hudson.

John Beier will have charge of the Hammer-Halvorson-Beier Co.'s elevator at Carrington, N. D. Mr. Beier is a son of Fred Beier, the third partner in the company.

It is rumored that N. P. Bouk will be placed in charge of the Nye-Schneider elevator at Fairfax, S. D. Mr. Bouk has been in charge of the elevator at Dale, Neb.

Peter Miller has resigned his position as grain buyer for the Sleepy Eye Milling Co. at Sleepy Eye, Minn., to accept the post of manager for the Western Elevator Co. He is succeeded by Henry

Liebrand, who has been the company's agent at Aurora, S. D., for some years.

M. S. Dunlap of Sioux Falls, S. D., has taken charge of the Plymouth Elevator at Grogan, Minn.

Carl Schoen has succeeded J. M. Niles in the management of the Spencer Elevator at Hector, Minn. Mr. Schoen has been assistant at the elevator through the winter.

J. A. Esler has resigned his position as manager for the Colfax Grain Co. at Colfax, Ill., and has accepted a similar position with the Rogers Grain Co. in Lexington, Ill.

G. E. La Tourette has retired from the St. Anthony Elevator at Petersburg, N. D., and will devote his whole time to the business of the T. E. La Tourette Lumber Co.

Guy Eddy, who has had charge of the Northwestern Co.'s elevator at Ellendale, N. D., has gone to Willow Lake, S. D., where he will manage an elevator for the same company.

E. A. Field, of the elevator and milling firm of Field & Slaughter, has moved from Akron, Iowa, to Sioux City, Iowa, whence he will control the line of elevators operated by his firm.

Peter Fredrickson, who has been in charge of the Imperial Elevator at Wolcott, N. D., for the past four years, has resigned in order to go to Alberta, Canada, where he will make his future home.

B. F. Antonsen of Wahpeton, N. D., has succeeded G. O. Sjoridal in the management of the Andrews & Gage Elevator at Hawley, Minn. Mr. Sjoridal resigned to become assistant cashier of the State Bank of Hawley.

A. M. Gagen, who has had charge of the National Elevator at Lakota, N. D., for the past two years, has severed his connection with the company. After a visit to his home in Caledonia, Minn., he expects to again engage in the elevator business.

Richard Breed, senior member of the hay and grain firm of Breed & Co., and one of the best-known men in Lynn, Mass., celebrated his 88th birthday on March 21. Mr. Breed was born in Lynn in 1818 in a house over 200 years old, which stands on the original plot of ground granted to Allen Breed in 1638. The Breed family was founded in America by two brothers, Allen and Samuel. Mr. Breed is the seventh generation in direct descent from Allen and was married in 1843 to Eliza Ann Breed, the direct descendant of Samuel, thus uniting the two branches of the family. In 1848 he began, in company with his brother Aza, a small grain business, which gradually increased to its present large proportions. Despite his great age, Mr. Breed still goes to his business daily, the more active details of which are conducted by his son and partner, Charles Orrin Breed.

GRAIN MEN AND GRAIN IMPROVEMENT.

In discussing the subject of grain improvement in a report to the National Association, Mr. J. L. McCaull asks, "What can the grain man do?" to which he makes the following suggestions, which are quite seasonable now, and worthy of repeating.

"First, and most important of all, we can by every honorable means promote the welfare of the agricultural college; see to it that its professors are encouraged, not only by words, but by more substantial remuneration in the form of respectable salaries, and are furnished means to enable them to prosecute their experiments unhampered. Aid them in every way possible to collect information and assist them in the distribution of this information when bulletins are issued.

"Second, we can undertake the organization and conducting of county experimental work, such as has been alluded to on county farms. If such an effort resulted in nothing more than providing the occupants of the county poor farms with interesting work it would be well worth the effort.

"Third, we can take an interest in institute work.

"Fourth, we can endeavor to have established in our common schools instruction in agriculture; and to prevent incompetent instruction in this line, teachers should be required to study and keep well informed in the rudiments of scientific agriculture.

"Fifth, we can through our local agents test seed grains for the farmers; we can distribute literature to them bearing upon the selection of seeds and good methods in farming. Our agents could induce the more progressive farmers to select seeds especially adapted to their localities

and raise choice grains for seed purposes and then assist these same farmers in selling the seed thus raised at prices that will be remunerative and encouraging. Not every farmer will raise seed corn and it is not desired that they should. Let there be a distribution of effort among the different grains. In the matter of seed corn alone it should be the duty of the local agent to impress upon the farmers: (1) Selection of more desirable and healthy ears of corn; (2) storing of seed corn in a dry place; (3) testing of seed; (4) planting early; (5) harvesting seed corn early in season before frost.

"Sixth, and lastly, we can brush the scales from our eyes and behold the results of scientific investigation as applied to agriculture. We can ourselves read the results of the labors of the men who have devoted their lives to this work. We can place this literature in the hands of others. We can bring the farmer into contact with these progressive men, and with the farmer can listen and learn of much that we never dreamed of. We can in this way apply to our business an effort somewhat out of the ordinary, but in reality the most remunerative of any that we may make, and while helping others substantially help ourselves. We can insist upon it that every program of every institute, or state gathering, or divisional gathering, shall include instruction from some one of the many who are competent to teach while we listen and learn."

THE CROP SCARE.



Will he run into that hole?—February 10.



That hole ("crop scare") hasn't caught the bear yet. Will it catch him later?—February 24.



Will the train "Crop Scare" stop for him? It has "passed him by" all winter.—March 24.—Zahn & Co.'s cartoons.

The flax-baling plant of the International Harvester Co. at Cresco, Minn., was burned on April 3. About \$1,600 worth of baled flax was lost with the building.

Grain men of Galveston are pointing to the record of the gulf transport liner Irak, as evidence that the grain export business has come to Galveston to stay. The Irak loaded 265,714 bushels of corn on January 3 and sailed for Liverpool on January 26, arriving in that port February 15. On arrival, samples of corn were taken from the hold and returned to Galveston, where they were inspected by McD. Robinson, official inspector for the Board of Trade, who pronounced the grain to be in as good condition as when first loaded at that port.

SEEDS

Andrew Johnson of Eastern, Minn., sold a sack of clover seed last month for \$18. The seed was the product of about an acre of ground and in addition to this Mr. Johnson cut two tons of clover hay on the land.

C. A. King & Co., report from Toledo that wintry weather in the latter end of March had a bad effect on the clover seed market. Receipts for the week ending March 24 were 525 bags, against 1,355 for the previous week and 1,155 for a year ago. The total for the season was 73,800 bags, against 76,000 for the previous year and 114,000 two years ago.

Reports from Ireland, Germany and Scotland say that the linen manufacturers of those countries have had great difficulty during the past few years in obtaining a sufficient supply of flax fibre to keep their mills running. It is said that owing to the cost of labor the raising of flax in Europe is on the decline and that 75 per cent of the supply now used comes from Russia.

Thirty-five or forty farmers in the vicinity of Kamrar, Iowa, invested \$500 in timothy and clover seed this spring, which they discovered later was full of Canadian thistle and buckthorn seed. The timothy and clover was burned at a dead loss. The seed was purchased at Sioux City and a sample sent to the agricultural college at Ames, where it was tested and the adulteration discovered.

The total flax crop last year for America is estimated at 57,030,000 bushels, against 60,922,000 bushels for the preceding year. Europe produced 22,000,000, showing a slight increase over 1904 when the crop was estimated at 21,833,000 bushels. In British India the flax crop was 13,600,000 bushels, as compared with 22,873,000 bushels for the previous year. Algeria remained stationary with 150,000 bushels. The estimated average for the past four years has been: America, 55,093,000 bushels; Europe, 23,070,000 bushels; British India, 17,453,000 bushels; Algeria, 152,000 bushels.

R. Liefman & Sons of Hamburg, Germany, in their March report say the European crop in alsyke was disappointing in quality and quantity and large quantities had to be imported from Canada at rising values. A further demand is expected as well as for timothy, very little of which has been exported from America this year. The alfalfa market is reported very firm with a strong upward tendency. Stocks of red-clover are reported everywhere limited, interior dealers raising their prices $\frac{1}{4}$ to $\frac{1}{2}$ cent per pound. They consider the situation safe as Great Britain is now obliged to buy in their market.

James Wilson, Secretary of Agriculture, has issued a departmental statement as to the adulteration of grass seed. The department purchased 251 samples of seed of Kentucky blue grass which were obtained in the open market and examined. Of these 41 samples of the seed of Kentucky blue grass were found to be adulterated with the seed of Canada blue grass, while 133 samples of orchard grass seed were found to be adulterated, the seeds most commonly used as adulterants being English rye grass and meadow fescue, the value of neither being more than one-third to one-half that of orchard grass seed. That the adulteration of orchard grass is very general is evidenced by the fact that samples containing adulterants were obtained from twenty-four states. While Canada blue grass is imported into the United States in quantities varying from 600,000 to 700,000 pounds per annum, it is used only occasionally in this country and it is evident that the bulk of the seed imported is sold as Kentucky blue grass.

Members of the Illinois Seed Corn Breeders' Association have been keeping a pedigree of their corn since 1901, and at the Champaign meeting, a form of certificate was adopted to be sent out with registered corn when sold. This certificate will show the exact ancestry of the corn on the mother side back to 1901, and brief history of the variety and its improvement. In addition to ancestry the certificate will show the performance record, that is, the yield of this family corn of each year. If it has been bred for high protein, high oil or high starch, the chemical analysis of this corn each year, showing the per cent of the protein, or oil, or starch, will be given on the certificate. This will give an exact report of what the corn has done, and the improvement or deterioration can be traced the same or more completely than in the pedigree of a horse. It will be noted that the individual sire of the corn cannot be given,

as pollen may come from any one of a hundred stalks, or from many, but the general history or average yield of all the corn that furnished the pollen is shown on the breeder's books. This certificate will not be used in the sale of seed corn this spring, as the time is too short to complete the preparation, and the society intended from the first to have a few years' record to go in the pedigree before issuing such certificate. But these pedigrees will be given with the corn in 1907.

FLAXSEED NOT A PIONEER CROP.

It has been generally assumed and is now accepted as a fact that flaxseed is a tramp, constantly migrating to new fields; in other words, "a pioneer crop;" and a writer in the Duluth Commercial Record says he himself had accepted that version of the matter. It was borne out by all the facts. History tells how it moved from Ohio westward into Illinois and Indiana, and then into Iowa, branching to the Southwest and finally dying out almost entirely, except in the Northwest, where in the past year or two its area of cultivation has been largely in the tillable lands just east of the Rocky Mountains, the last available areas to be had in this country.

It was, therefore, with considerable alarm that we have viewed the lack of enthusiasm with which its cultivation was taken up by farmers across the boundary, on the almost boundless virgin areas of Manitoba and the Northwest Territories. There was enough country outdoors up there to furnish new flax area every year, sufficient for this country's needs as well as Canada. But at no time has this annual area in all that big domain exceeded 400,000 acres, and it has grown smaller each year. Whatever the reason for it, Canadian farmers would not grow seed. The principal reason given was that the season was so short flaxseed could not be a sure crop; and probably this was more or less true.

As stated in the beginning, the writer had accepted the opinion that flaxseed was a pioneer crop; but a moment's reflection would have shown this to be not entirely true. It is a fact that the large crops since 1902 have been grown for the most part on new breakings in central, northern and northwestern Dakota, but Duluth's introduction to the public as a flax market was due to flax grown on areas that were anything but newly broken.

Duluth's first large year as a flax market was 1895, and every bushel of the seed received there that year, amounting to 5,427,000 bu., was grown in the Red River Valley on lands that had been cropped to other grains for five to twenty years previous to 1895.

The same thing is true of the years 1896 and 1897 and more or less true of 1898 and 1899. For instance, Cass County, N. D., one of the oldest and best settled counties in the state, with a tillable area of about 1,000,000 acres, had 175,000 acres in flaxseed in 1899, and some of this land had been under cultivation for twenty-five years.

Now for the reasons. In 1894 wheat was selling at 55 to 60 cents at terminals and bringing 40 to 45 cents at country points. Flaxseed was selling at \$1.50 per bushel at terminals; and as a few small areas had been grown in the valley and proved successful, car after car was brought in for seed in the spring of 1895; and it so happened that phenomenal yields were realized. It is true the price settled down into the nineties, when the 1895 crop was ready for market, but everybody was more than satisfied.

The 1900 crop gave flax growing a black eye in the valley; but there have been years of considerable area since, and an impression exists that quite an area will be seeded this year on the old lands.

All this leads up to the point desired, viz.: That the area available for seed on this continent is a long way from having been exhausted. Whenever the conditions warrant, when our Canadian friends sicken of wheat growing and the price warrants, they will probably turn to flax, as the Red River Valley did in 1895.

The farmers of Ontario are making an unusual demand for American corn, according to consular reports from that province. This has been brought about by the short Ontario oat crop and the abandonment of pea culture. The corn is wanted as hog-feed. There is no duty on corn imported for feeding purposes.

There is a serious hitch in the negotiations between the members of the Buffalo Elevator Association and some doubt of a renewal of last year's basis of business there. The cost of elevation at Buffalo last year was $\frac{1}{2}$ cent per bushel. The members usually come to some agreement for the season before the opening of navigation each year.

THE CO-OPERATIVES

The Galva Grain Elevator Co. at Galva, Ill., managed to pay its debts and make a small surplus in 1905.

From August last the Farmers' Grain and Supply Co. at Millington, Ill., handled to March 1 300,000 bushels of grain and earned a 7 per cent dividend.

The Ivesdale Grain Co., a farmers' company at Ivesdale, Ill., in 1905-6 to March 1 handled 540,000 bushels of grain and reported undivided profits of \$6,806.25.

The Farmers' Elevator Co. of Owatonna on March 24 appointed a committee to raise money to pay the company's debts and voted to go on with the business.

The Farmers' Elevator Co. at Lushton, York Co., Neb., supposed they were making money fast, but on employing an expert to examine the books they found a loss of \$3,500. The elevator will be offered for sale and the company will quit.

The Seneca Grain, Lumber and Supply Company, with houses at Stockdale, Langham and Seneca, Ill., doing a big business, lost money at Stockdale, earned \$19 at Langham and \$3,600 at Seneca, making a net gross profit of \$1,600. They paid out \$1,000 in dividends.

Fred J. Rapp, a stockholder, having secured a judgment for \$1,104 against the New Holland Grain Co. at New Holland, Ill., an injunction restraining sheriff's levy was obtained pending the appointment of J. E. Sheary as receiver. He finds that the company owes about \$22,000. He will wind up the business.

The Farmers' Co-operative Society at Freeman, Iowa, closed the year with a loss of \$500 on corn alone. The manager paid "top prices," but before the corn (10,000 bushels) could be put on the market the price dropped. On the other 115,000 bushels of corn and the other commodities handled by the company the profit was less than \$500. The company will try it for another year.

The farmers' elevators at Kilbourne and Long Branch, Ill., have suspended. They were branches of the National Farmers' Exchange, a concern about which President Kincaid, of the Illinois Farmers' Grain Dealers' Association, issued a circular letter. The members refused to pay an extra assessment of \$70 at Kilbourne. They will probably be reorganized as independent concerns. —Pekin Post-Tribune.

The National Farmers' Exchange, co-operative handlers of grain, at Van Patten, Ill., recently executed a chattel mortgage for \$3,000. This company belongs to the Topeka, Kan., or Jimmy Butler "Exchange," and supposed its local manager knew what he said when he reported profits for the year of \$420; which, however, the National Exchange at Topeka somehow converted into a loss of \$720. The elevator was ordered closed pending adjustments.

MORE LOSSES.

The Farmers' Co-operative Society at Dougherty, Iowa, was treated on March 15, by the expert accountant, to the news that the Society had come to the end of the year with a loss of \$1,240. The information was met with silence on the part of the 150 members present, the silence being broken at last by Thomas McManus, the president, who in an eloquent speech urged the farmers to go into their pockets and pay the deficiency. The Society, it appeared from the report of the accountant, had been in the habit of dividing its shipments about equally between two commission firms in Chicago. One firm received fifty-eight cars from the Society during the year and the other sixty-two cars. As the Society's working capital was limited, the manager would draw on the commission firms for about the first cost of the grain before final settlement was made. The grain shipped to each firm was practically alike, the capacity of the cars running about the same, and the sight drafts were made at the same ratio to the whole shipment. Yet the cars shipped to the one firm all held out well and at the final settlement the firm turned in a cash balance due the company here of exceeding \$800; while the cars shipped to the other firm did not prove as well, and when a final settlement was made with them, instead of a balance due the Society of something like \$1,000, as was confidently expected by the local manager, the balance was a little more than \$1,200 due the commission firm, hence illæ lacrimæ. But the Society, aided by the "other firm's" promoter, hastened to say that the deficit was due "to the de-

preciation in the quality and price of corn." Only this and nothing more.

FARMERS' ELEVATOR ASSOCIATION IN KANSAS.

The Farmers' Independent Grain Dealers' Association, an organization said to represent 75 farmers' elevators in Kansas, held a meeting at Hutchinson on April 3.

Resolutions were adopted indorsing President Roosevelt in his efforts for a railroad rate regulation bill, condemning the Kansas railroads and the state board of railroad commissioners, advocating the passage of anti-pass law, and denouncing the practice of the Kansas City Board of Trade in arbitrarily deducting 100 pounds from every car of wheat shipped.

C. W. Peckham of Haven presided and E. M. Black of Preston kept the record.

N. C. G. L. S. A.

At a meeting of the board of managers of the Nebraska Co-operative Grain and Live Stock Association, at Lindell, Neb., on March 15, O. G. Smith of Kearney was elected president, D. W. Baker of Benedict vice-president, J. S. Canaday of Minden secretary and treasurer. C. H. Warner of Lancaster County was elected a director to fill a vacancy.

J. C. Gogin of Minden in a speech insisted that a state organization was necessary to the success of the co-operative movement, and urged that all local farmers' co-operative associations be induced to affiliate with the state association.

The sentiment of the meeting favored a fight for the adoption of Iowa grain rates by the railroads of Nebraska.

Among the suggestions made at the meeting was one that large terminal elevators be erected at Lincoln and Omaha, to which the grain of all co-operative concerns in the state should be delivered, and from these terminal elevators shipped to market.

FARMERS GRAIN DEALERS' ASSOCIATION.

The Illinois Farmers' Grain Dealers' Association met at Peoria on March 14 and 15.

The following officers were elected for 1906-07: Lee Kincaid, president, Athens; Thomas Lamb Jr., first vice-president, Bement; T. J. Dunn, second vice-president, Seneca; J. A. McCreery, secretary, Mason City; J. B. Abbott, treasurer, Mason City; directors—A. Tomlin, Easton; John T. Churchill, Galesville; J. B. Irwin, Longview; R. L. Leaverton, Springfield; J. H. Nafziger, Anchor; Geo. W. Freeze, Deer Creek; L. H. Perry, Ransom; executive committee—J. R. McCabe, Ludlow; M. P. Reed, Brimfield; W. P. Kelly, Monticello.

One W. M. Stickney, representative of a Chicago commission house, who has organized, directly or indirectly, several co-operative companies in Iowa and Illinois, was on hand with the reciprocal demurrage speech he worked off at Mason City, Iowa, last month.

O. H. Knight nearly broke up the convention by proposing a resolution endorsing the administration of Gov. Deneen and the candidacy of Senator Shelby M. Cullom for re-election by the next Illinois legislature. The resolution raised a storm of protests from two sources. The Yates men fought the Association's approval of Cullom and the other faction complained that politics had no business in a commercial organization. A committee composed of J. A. McCreery of Mason City, John Miller of Galva and Charles Adkins of Bement, was appointed to urge a reciprocal demurrage bill before the next Illinois legislature.

FARMERS AND THE MINNEAPOLIS CHAMBER.

The Minnesota Farmers' Exchange has made tentative efforts to get personal representation on the floor of the Minneapolis Chamber of Commerce. The only application for membership was turned down for reasons that might apply to anyone seeking admission, not meeting all the requirements, and not to any effort on the part of the directors to exclude a representative of the farmers. There is, in the organization of the farmers, a provision, not so definite as to be open to interpretation at a glance, but understood to provide for the division of profits among its members. A question, therefore, naturally arises as to whether or not this would conflict with the rule requiring members to maintain a uniform rate of charge for service, and prohibiting cutting of commissions. It is a question for a lawyer to answer. The Chamber officially has not gone into the matter.

About the time of the recent meeting of the Exchange (March 9), H. F. Douglas, acting president, outlined the Chamber's attitude upon this question of representation on the Exchange for the farmers. He said: "There is absolutely no sentiment, as an association, hostile to this farmers' organization, which would prevent its application from receiving fair consideration. The farmers'

right to organize and to do business is unquestioned. Should they apply for membership in the Minneapolis Chamber of Commerce, such application would receive exactly the same consideration as that of any other association, corporation, firm or individual. I know of no application from them now pending. The Chamber of Commerce is a mutual association. It reserves the right to inquire into the financial standing, character, etc., of any applicant, and conducts its business subject to rules applicable alike to all. An application from the Farmers' Exchange would receive exactly the same consideration accorded any other."

CO-OPERATIVES SELECT ASHLAND.

A committee of H. S. Forker and D. S. Blair of North Dakota and H. J. Hanson of Minnesota, appointed by the Northwestern Farmers' Association to investigation a proposition made by Ashland, Wis., for the establishment of terminal elevators in that city, has prepared a report favoring the location of the elevators there. The report deals with the shipping facilities both to and from Ashland, and recommends the erection of the elevators formerly occupied by the dock and plant of the Ashland Lumber Company, an option on this property for \$40,000 having been secured.

The committee also recommends that a separate fund be raised by permitting members of the Association to prescribe for stock in the terminal elevator company, so that the ownership of shares in the company shall be confined as far as possible to members of the Association.

KANSAS CO-OPERATIVES.

The Farmers' Cooperative Shipping Association held its annual at Topeka on April 5. All outsiders were excluded from the rooms in advance of the reading of the annual report of the directors, which confessed to a loss for the year of \$8,500—"paid too much for grain." The chairman of the board of directors stated that if the Association would pay off all its obligations it would not become absolutely insolvent, but that its capital stock would be greatly impaired. In other words in order to meet its obligations the Association will have to sell off a part of its property. He recommended a complete change in the method of doing business. Under the present system the man with only \$10 worth of stock may ship more grain with the Association than the man with \$500 worth of stock, and in that way get greater benefits from his stock than the man holding fifty times the amount of stock he has. The operating expenses, too, of the concern have become entirely too high for the amount of business transacted, the monthly salaries being about \$1,600 during the past year.

Then it is claimed that the management has been paying too much for grain at its various shipping points—paying more than other shippers were paying. This has worked to the interest of the stockholders having grain to ship, but has stripped the treasury of the Association. There was a distinct feeling, expressed and unexpressed at this meeting by stockholders that it would be desirable to withdraw from the Association if they can get back the local elevator and interests they put into it. As a rule the stockholders are grouped at different points over the three states and what they appear to want is for the Association to disband and turn the various elevators over to the local associations of which the Association is made up. This action would throw a good many officials out of good jobs.

The story of the Farmers' Co-operative Shippers' Association is long and full of trouble. Two years ago at its annual meeting in Topeka it had a factional fight on its hands between C. B. Hoffman of Enterprise, its general manager, and James Butler of Topeka, its president. The fight lasted three days and came near disrupting the Association, but the Hoffman faction finally won and Butler was forced to abdicate as president and become a mere director. Last year it was claimed by the management that the stockholders, through their pernicious habit of demanding a division of all the profits as soon as there was enough to divide, kept the treasury in such condition that it was doing nearly all its business on borrowed capital. The condition does not appear to have changed much in the past year and the stockholders are tired and would like to quit.

The winter wheat crop has been visited by a heavy fall of snow, although the plant in a few sections here and there was not covered. Everybody thought the snow was just the thing, but some "old-timers" now say that coming as it did with no frost in the ground, and disappearing from the rays of the sun, is apt to hurt wheat. Of course, we "Board of Trade farmers" don't know whether this is so or not, but the snow will soon disappear, we ought to have some growing weather, and in a short time the general condition of the plant can be ascertained.—Zahm & Co., March 24.

OBITUARY

John J. Greene, for some years engaged in the grain trade at Prophetstown, Ill., where he operated an elevator, died on March 24, aged 71 years.

George B. Comstock, a grain merchant of Omaha, Neb., died on March 20, aged 66 years. Mr. Comstock was formerly engaged in the grain trade in Peoria, Ill., where he was a member of the firm of Comstock & Harris.

W. F. De Garmo, a prominent live stock and grain merchant of Carl Junction, Mo., died on March 29 after a short illness. Mr. De Garmo was 40 years old and had lived at Carl Junction since boyhood, going there from West Virginia. He was a justice of the peace and a leader in the social and business life of the city.

John W. Wilder, 62 years old, one of the oldest and best-known grain merchants of Springfield, Mass., died on March 29. Mr. Wilder had been in the grain business over 35 years, formerly being connected with H. C. Puffer. Over 15 years ago they dissolved partnership and Mr. Wilder continued in business in the same location in State Street.

George A. Richardson of Kingston, Ont., a member of the Winnipeg Grain and Produce Exchange and for many years prominently identified with the grain trade of Canada, died last month. At a general meeting of the Grain Exchange, resolutions of sympathy were adopted and A. C. Rutan, western manager for the Exchange, was appointed to represent the house at the funeral.

Jacob Wurster, a well-known grain merchant of Milwaukee, and a member of the Milwaukee Chamber of Commerce since 1872, when he entered the grain trade, died on April 4, aged 63 years. Mr. Wurster was born in Greenfield, Wis., and went to Milwaukee when he was 21 years old, being at first engaged in the flour and feed business. He was also a member of the Chicago Board of Trade.

Allen P. Aldrich, the head of the grain commission firm of Aldrich & Sons of Boston, died at his home in Lynn, Mass., on March 20. Mr. Aldrich was 75 years old and prior to entering the grain business he had conducted a grocery and provision business at Boston and Blackstone. His firm is located in the Boston Chamber of Commerce, being one of the first to go into that building on its completion.

Charles C. Coe of Buffalo, N. Y., at one time interested in the Coe Grain Commission Co. of Minneapolis, which failed about a year ago, committed suicide on April 2 by shooting himself in the head with a revolver. Mr. Coe was 59 years old and it is believed he shot himself during a temporary fit of insanity brought on by protracted insomnia. Since the failure of the Minneapolis concern, Mr. Coe had not engaged in any business.

J. H. Hodapp, president of the Hodapp Hominy Co. of Seymour, Ind., and one of the largest grain dealers in that section of the state, committed suicide on March 25, by hanging himself to a gas jet in his bedroom. Mr. Hodapp was 56 years old, and was born in Jennings County, Ind. He had been in business in Seymour for forty years and was chairman of the County Council and had been a member of the City Council. His suicide is said to have been caused by rumors which had been circulated, concerning the financial stability of his firm. These rumors are declared to have been entirely without foundation.

Waymes Noble Potter, for half a century prominent in the grain business at Greenfield, Mass., died on April 5 after a long illness. Mr. Potter was born in Charlemont, Mass., in 1828 and went to Greenfield as a boy. He entered the grain business first in association with W. H. Maynard, now of Worcester, Mass., under the firm name of Potter, Maynard & Co. Later he became a partner of Henry F. Nash in the firm of Potter & Nash, and was, interested in the grain firm of Field, Russell & Co. of Peoria, Ill. In 1884 the firm of W. N. Potter & Sons was formed. Arthur D. and Lucius D. Potter being the other members. The firm conducts an extensive business with stores or elevators at North Adams, Hoosac Tunnel, Charlemont, Shelburne Falls, Greenfield, Northampton, Orange, Athol and Gardner. The business is carried on under different names for convenience of bookkeeping. Since 1898 Mr. Potter has led a retired life, yielding to his sons the management of the business.

Vessel owners at Chicago are making charters freely without a strike clause, as they are confident there will be no serious labor troubles.

LATE PATENTS

Issued on March 13, 1906.

Seed and Grain Cleaning Machine.—Francis A. Powers, Parma, Idaho, assignor of one-half to Frank Gahley, Parma, Idaho. Filed January 31, 1905. No. 814,918. See cut.

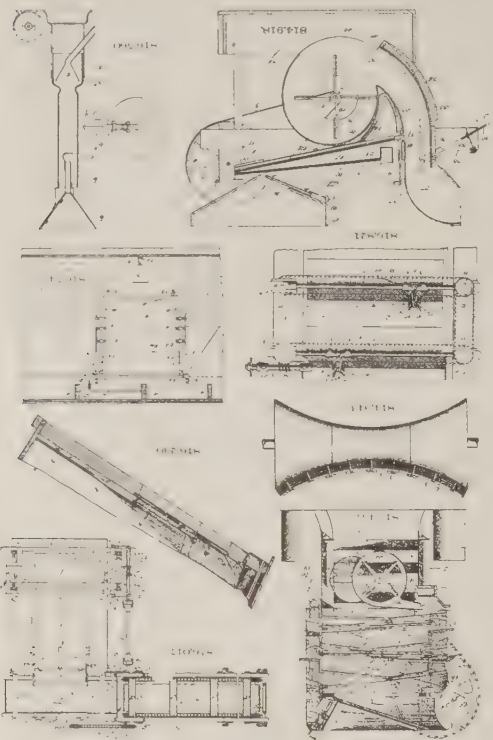
Conveyer Belt.—Milton H. Cook, San Francisco, Cal. Filed September 29, 1905. No. 814,943. See cut.

Issued on March 20, 1906.

Grain Cleaning and Separating Machine.—Philip Moon, Brandon, Canada. Filed December 3, 1904. No. 815,475. See cut.

Issued on March 27, 1906.

Grain Elevator and Wagon Dump.—Robert J. Jones, Barneston, Neb. Filed July 18, 1904. No. 816,017. See cut.



Grain Door.—Edward A. Hill, Chicago, Ill., assignor to Chicago Grain Door Company, Chicago, Ill. Filed January 20, 1904. No. 816,230. See cut.

Issued on April 3, 1906.

Seed Cleaning Apparatus.—Daniel P. Cooley, Granby, Conn., assignor of one-half to Theodore G. Case, Hartford, Conn. Filed March 23, 1905. No. 816,560. See cut.

Grain Door.—John Riley, Minneapolis, Minn. Filed May 12, 1904. No. 816,740. See cut.

Sieve Cleaner for Grain Separators.—Faustin Prinz, Milwaukee, Wis. Filed May 5, 1905. No. 816,821. See cut.

Too many market letters and opinions on course of prices is, in our judgment, very often the cause of light speculation in grain, and it may be right now. The average elevator man, person who trades in futures, receives probably two or three dozen market letters every morning, to say nothing of newspapers, postals, etc., and every day the opinions therein vary. He will pick up one circular that leans to the bull side and meets his views exactly; make up his mind that he is going to hold his cash grain or invest in futures. Before putting in the order, however, he reads another "forecast" and it happens to be very pessimistic, and sees nothing but lower prices. It affects the party, and in nine cases out of ten, changes his opinion and the result is he doesn't do anything. It is the same way with a person who feels as if prices should decline, gets ready to sell, happens to read a bullish circular and probably stays out of the market or holds his grain. We believe one can forecast the market a great deal better if they figure it out themselves, and don't pay too much attention to what others write. The Red Letter (as a rule) favors neither the bull nor the bear, although occasionally we get a "feeling in our heart" that certain commodity going up or down and we "cut loose" and say so, but this does not happen

very often. We aim to give the news as it comes; statistics correctly, and we begin to think, as one of our successful customers does, that if one confines his reading to a few circulars that give facts and favor neither side, they will do better, and surely as well, than if they paid attention to the opinions of so many. What say you?—Zahn & Co., Toledo.

TRANSPORTATION

It is reported that F. W. Sanborn and Luff Bros. of Ortonville, Minn., will put a line of wheat-carrying boats on Big Stone Lake this summer.

At a meeting of the freight traffic officials of the Eastern lines held in Chicago last month it was decided not to reduce the rates on grain east of Chicago to compete with the water rates.

Missouri River lines are now publishing the 12-cent wheat tariff from Chicago to the river asked for by wheat shippers some time since. This is equal to 7½ cents per bushel, Chicago to Kansas City.

Two boats were chartered from Chicago on March 30. The steamer John Oades took a cargo of 100,000 bushels oats for Sarnia and the City of Naples took a cargo of 130,000 bushels corn to Buffalo. The corn paid a freight of 1½ cents per bushel.

A ship was chartered on March 30 to load wheat at Portland, Ore., for the United Kingdom at 25s. 9d. per ton, a reduction of 9d. from the minimum rate prevailing on Puget Sound. Several other ships were taken this season for Portland, loading at 25 shillings.

At a meeting of the western trunk line committee in St. Louis on March 28, it was decided that the Great Western grain tariff of 23 cents from the Missouri River to the Atlantic seaboard should remain in effect until April 15, and the Wabash tariff of the same rate should remain until April 30.

It is stated on official authority in Winnipeg that the Grand Trunk Pacific will be hauling grain from Winnipeg to Port Arthur by next summer. Work on the line from Winnipeg to the lakes will be rushed through this summer. The Manitoba city is the center of considerable railroad construction at present.

Ice reports are to the effect that Lake Superior navigation will not open before April 20. Vesselmen look on the grain market as a good thing this year. When the boats stopped running last year it was acknowledged that there were millions of bushels of grain yet to be moved, so the owners figure that they should get the benefit of a stiff rate for the first trip, at least.

At a meeting of freight officers of Western roads, held at Minneapolis on March 16, for the purpose of adjusting grain rates from Minnesota, Iowa and South Dakota points to the Atlantic seaboard, an agreement was reached whereby the roads that put in a through rate of 20½ cents canceled the tariff on April 1. The rate of 22½ cents to Boston and other New England points will continue.

The Chicago tug men went out on strike on April 7, and the embargo threatens to extend to all lake ports. A half million bushels of corn to be carried to Buffalo on the opening of navigation had been contracted for, and shippers were in the market for an additional million bushels' capacity. No charter could, however, be made, as the vessel men would not guarantee when the boats would get to the elevators.

March closed with the ocean steamer chartering situation devoid of activity. The rates showing the weakness of the market for nearby tonnage, 2s. 1½d. being paid on oats, New Orleans to Rouen, prompt loading, and 2s. on heavy, Baltimore to one port Denmark, 1½d. extra to two ports, April 1-10. Several loads of heavy grain were booked for Hamburg from New York, at a rate of 27½ pfennigs for prompt steamer.

A meeting will be held on April 24 of the freight traffic officials of the Eastern lines to decide on the annual reduction of freight rates on grain east of Chicago to meet the competition of lake traffic. This year there was some difficulty experienced in reaching an agreement, as the Pennsylvania lines and the New York Central could not see alike. It was hoped by the grain men that the adjustment would come early enough to enable them to move some grain by rail before the lake season opens. The rates named by the New York Central lines from Chicago to New York were 15 cents for domestic and 11½ cents for export grain. The regular rates are 17½ and 13½ cents, respectively.

CROP REPORTS

Heavy rains, flooding the low lands, are reported to have caused considerable damage to the crops in Tennessee.

A heavy snowfall has been welcomed by the farmers of New York, who regard the general crop prospects as excellent.

Reports from all parts of Minnesota say seeding started the first week in April under favorable conditions and is now in full blast.

Wheat seeding is in progress in several sections of North Dakota and the situation is considered good, should no bad weather intervene.

Fine, cold rains are reported from different points in Texas and the prospects for an abundant wheat and oats crop are said to be excellent.

Indiana reports that the recent wet weather there has proved most beneficial to the crops and the general outlook for the wheat crop is good.

Heavy rains are causing apprehension to Californian farmers. The wheat is turning yellow and hundreds of acres of low land will be drowned out.

The Ontario crop report claims that wheat has emerged from winter in excellent shape and prospects are most satisfactory. Prospects in the West are particularly bright.

Unusual cold in Oregon is believed to have caused some damage to the wheat crop, in some portions of the state, amounting to about 10 per cent. The snowfall came too late to protect the crops.

The farmers of South Dakota are figuring on a good crop year. The soil conditions are excellent. About the same acreage of wheat will be sown as last season, divided between the macaroni and blue-stem variety.

C. A. King & Co.'s April report for Kentucky says the wheat condition, compared with a five-year average, is 98. Early sown and wheat on uplands looks very fine. March condition was 96, against 98 last December.

Reports from Europe say the prospect in France and United Kingdom are fair. Italy is complaining and Germany fears damage from severe weather. Russian reports are favorable. The weather in Roumania has been bad.

The government's report on the condition of winter wheat April 1 showed the average condition of the plant to have been 89.1, against 91.6, April 1, 1905; 76.5 on the corresponding date in 1904, and a ten-year average of 84.1.

Recent rains and a gradual melting of the snow, which was soaked into the ground, make the crop reports from Idaho optimistic. It is said barley will be the banner crop with wheat much the same as last year and a small flax crop.

Kansas farmers are jubilant over the crop prospects in that state. They confidently predict from 80,000,000 to 100,000,000 bushels of wheat this year. The month of March is said to have been one of the most favorable on record for the development of the winter wheat crop.

Reports from Ohio say that the wheat condition is uniformly splendid throughout the state, but the area sown is 1,866,000, the smallest for some years. The April report of the Ohio Department of Agriculture gives the condition as 101, winter barley 89, rye 98, and corn 95.

The crop bulletin of the Iowa Climatological Service says the winter of 1905-1906 was unusually mild, but March was cold and stormy, with conditions unfavorable for farm operations in all parts of the state. Fall wheat and rye came through the winter in good condition.

A timely frost nipped in the bud the incipient ravages of the cut-worm in southern and central Oklahoma and from all parts of the territory come reports of splendid prospects for the wheat crop. There has been a decrease in acreage in the eastern counties, but this is more than balanced by a large increase in the western counties.

The Missouri crop report for April puts the April condition of winter wheat at 85; last month, 87; last year, 91; and in June, 1905, 81. The acreage is a trifle smaller than last year. Last year at this time, 79 per cent of the oats were sown and one-fourth of the corn land broken, but this season on account of wet, less than 4 per cent of the oats crop had been sown on the ground and not a furrow has been broken at same date. These conditions will materially affect the acreage of oats sown and rush corn planting to such an extent that many fields will not be fully prepared.

OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

C. W. Friedrich, Dyer, Ind.
C. A. Sager, Valparaiso, Ind.
T. H. Sopher, Keewatin, Ont.
Robt. Greening, Circleville, Ohio.
Robt. J. Megaw, Winnipeg, Manitoba.
J. Russell Smith, representing Sprout, Waldron & Co., Muncy, Pa.
C. N. Howes, president Invincible Grain Cleaner Co., Silver Creek, N. Y.
S. W. Strong, secretary Illinois Grain Dealers' Association, Pontiac, Ill.
H. C. Draver, Kansas City, Mo., representing Huntley Mfg. Co., Silver Creek, N. Y.

The Kherson oat, which was brought from Southern Kherson, Russia, by Prof. F. W. Taylor in 1896, gives promise of proving very successful in the Dakotas. Bamberger Bros. of Summit, S. D., report an excellent yield and say that a year ago, when the Lincoln and Silver Mine oats, near them, were so badly rusted as to be scarcely worth cutting, the Kherson variety yielded 37 bushels to the acre of good, plump oats, and ripened very early.

For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

FEED BAGS.

Sewing twine, etc., for sale. Bottom prices.
WILLIAM ROSS & CO., 57 S. Water St., Chicago.

MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

UNUSUAL OPPORTUNITY.

A well-established feed, grain, hay, straw and poultry supply business for sale. An exceptional chance for an energetic man. Good location. Buildings, private switch and ample facilities for increasing the business. Full particulars on request. Address

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Good mill and elevator located in fine wheat country. Favorable terms. Address

F. S. R., Box 1, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

One of the best elevators in eastern Nebraska; good corn, oats and wheat territory. Good reasons for selling. Address

MCCARTHY & STURM, Union, Neb.

FOR SALE.

Texas elevator, on joint track of T. & P. and M. K. & T. railways. Practically new, most substantial, and well fitted up. Address

H. WALDO, Collinsville, Texas.

FOR SALE.

Elevator located in northeastern Nebraska; good grain point. Gasoline engine; in good repair. Address

T. L. C., Box 4, care "American Elevator and Grain Trade," Chicago, Ill.

FOR SALE.

Grain elevator, with a good grain and feed business established. Elevator located on Pan Handle Railway in Cincinnati. Full equipment of scales, machinery, horses, wagons, etc. Sales run about \$140,000 annually, with net profits of \$5,000. Reason for selling—illness. A bargain if acted on quick. Address

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First-class clover seed and pure bred Leaming seed corn. Address

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One 50-horsepower Foos Special Gas Engine, in perfect condition. Suitable for flour mill or other purposes. Address

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Gasoline engines; one 54-horse Fairbanks-Morse; one 28, one 16, one 12, 2, 8 and 25 horsepower Sterling Charter. All sizes and prices in small sizes.

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One No. 1 Giant Flax Mill.
One 8,000-pound Fairbanks Hopper Scale and hopper.

One No. 00 end-shake, dustless grain separator. Address

F. H. HOERMAN & CO., Washington, Kan.

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Miscellaneous Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

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ELEVATOR OR MILL MEN WANTED.

We have on our list several mills and elevators owned by non-residents who want to put them in operation, and we wish to correspond with elevator men, millers, managers, office men, bookkeepers who are interested in good elevator or milling propositions.

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Elevator or mill and elevator for good improved Illinois or Iowa farm. Address

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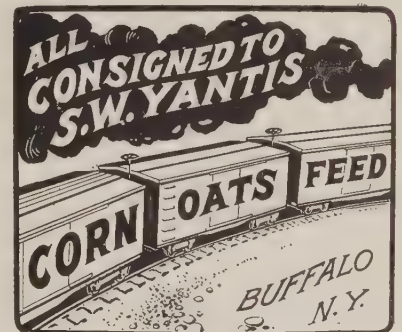
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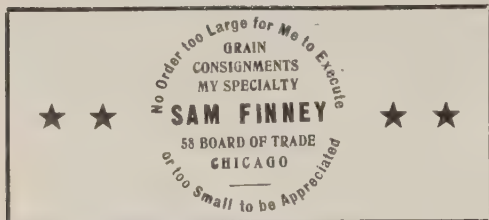
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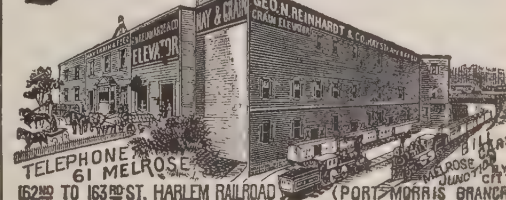
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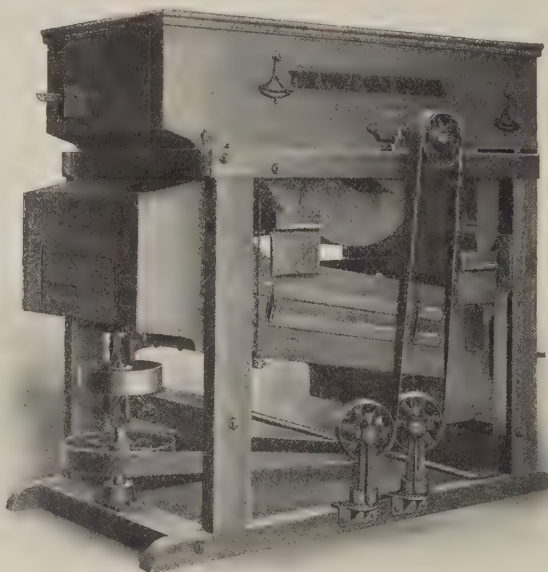
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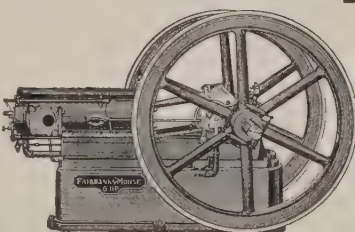
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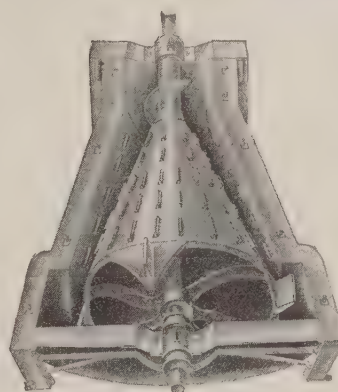
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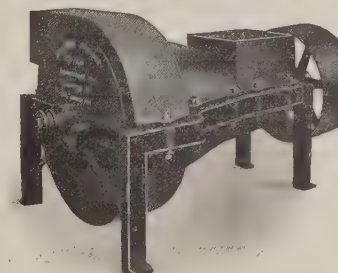
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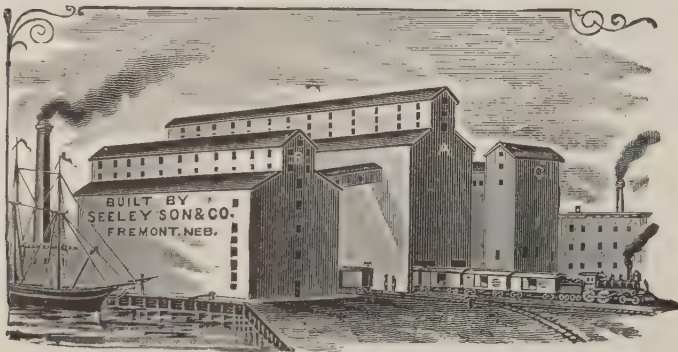
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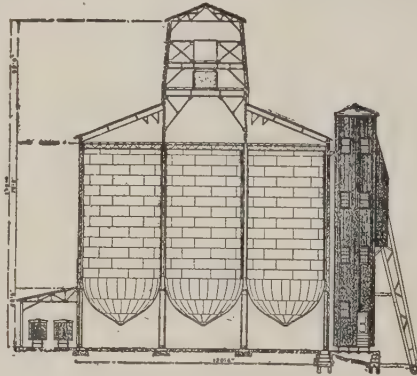
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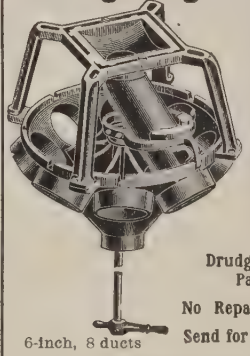


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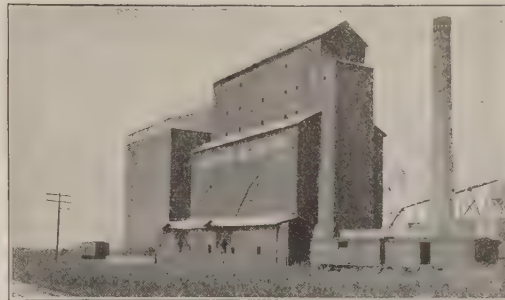
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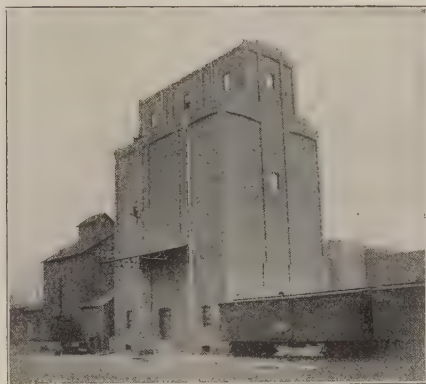


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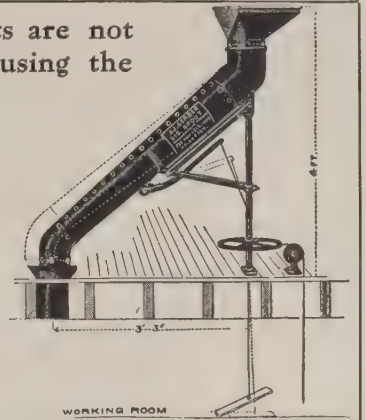
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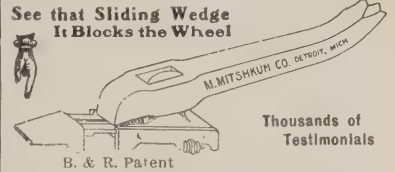
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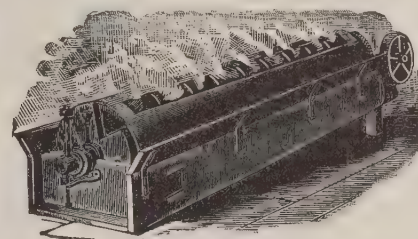
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For handling
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By E. L. OSBORNE

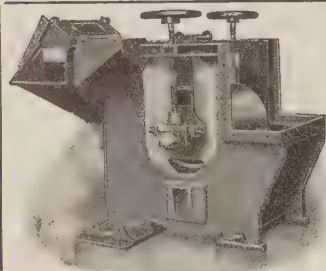
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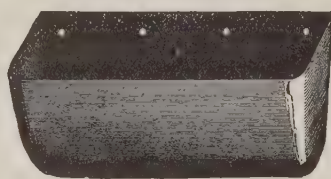


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Of what value is your opinion as to
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Hall Non-Chokable Boot
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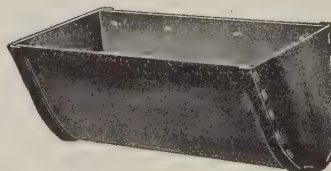
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Suitable for Mills, Elevators, Ear Corn, Cobs,
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BE SURE

To equip your Grain Elevator
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INEXPENSIVE, QUICK

No more work climbing
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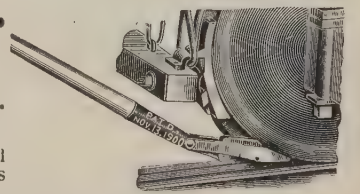
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Is decidedly the best and most powerful
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This Style at foot of elevator is used in connection with cleaner at head of elevator.

are standard the world over.

OUR WAREHOUSE STYLES for Grain Elevators or Mills are made in three sizes, either with or without cleaning apparatus, and in styles for handling either shucked or unshucked corn.

They require less space and power according to capacity, crack less corn, break cobs less, waste less corn, clean the corn more perfectly, clean the cobs in more merchantable condition for fuel than any other shellers in the world.

Machinery and Supplies
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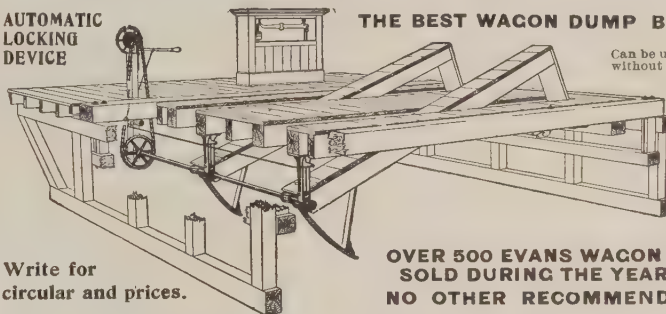
Gives 40% more air at
same speed of fan.

The Knickerbocker Co.
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The Evans Controllable Wagon Dump.

AUTOMATIC
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THE BEST WAGON DUMP BUILT



Can be used with and
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Absolute
safety
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great
strength
and
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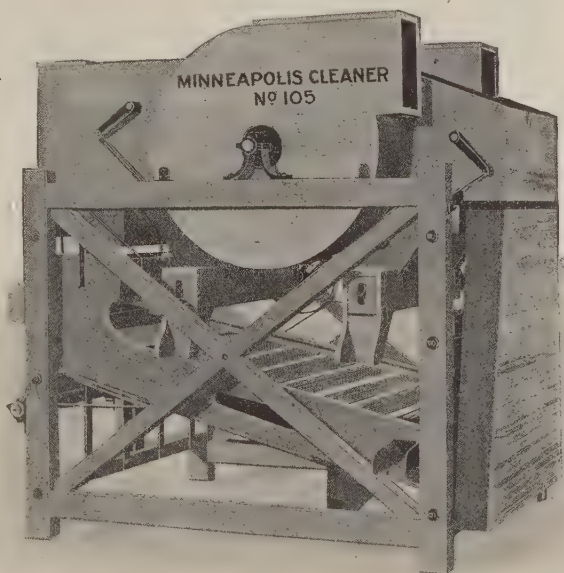
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Is reached for an Elevator and Warehouse Separator in our Minneapolis No. 105



We are in a position to offer to the grain trade a line of Grain Cleaning Machinery that surpasses anything manufactured.

Write for complete catalog.

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"Twenty=One Large Steel Monitors!"

This is the order we have received through
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for the new

Fireproof P-V Elevator, Duluth

now under course of construction by The
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This is a Record=Breaker

being the largest single order for fireproof
machines ever placed, and was not awarded
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carefully investigated, the P-V Company
desiring the **Very Best** that money would
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machines in **Wood** or **Steel**. Write us to-day.

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The **American Grain Meter**

Was born and raised in an elevator. It was brought up by an elevator man who knew from his own experience just what was needed. The result is a

Practical
Every Day
Reliable
Accurate

Grain Weigher for the Country Elevator

There is no mystery about it—no hidden parts, everything is in plain view, including the grain.

LOOK AT THE CUT

Its simplicity must attract you.
It is made entirely of steel and iron.
It doesn't require an expert to operate it.
It does away with the man behind the hopper scale.

IT RUNS ITSELF

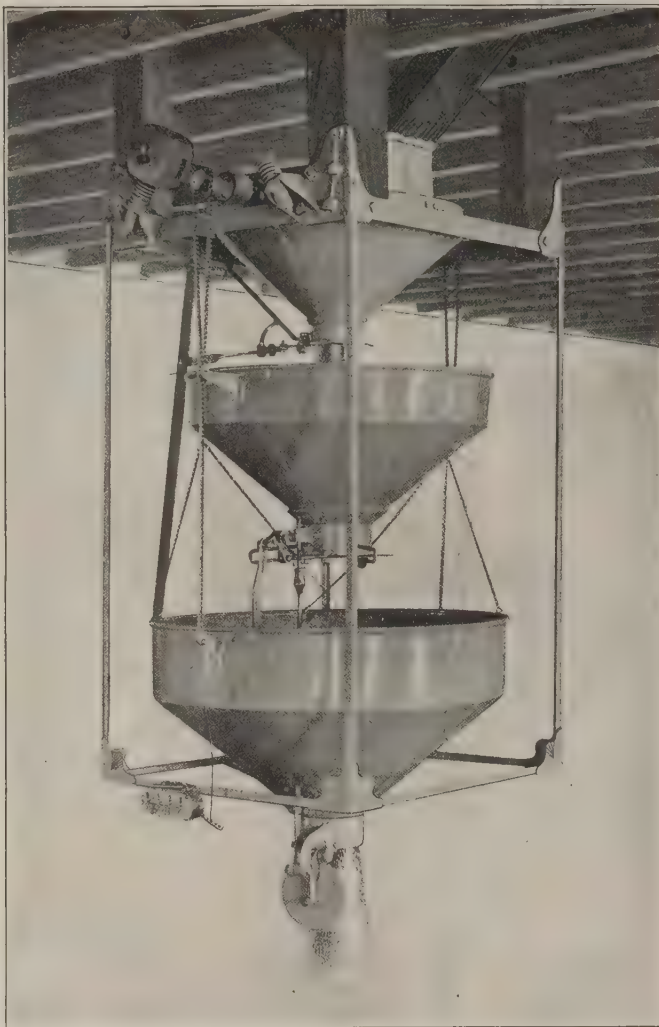
The operator turns on the Grain, the Meter does the weighing.

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AMERICAN GRAIN METER CO., Springfield, O.

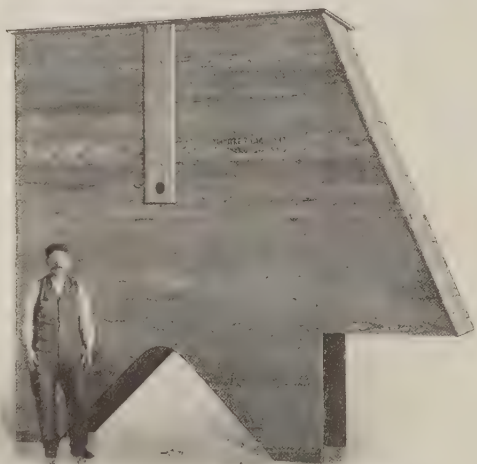
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For Elevators



There is a large department in our shops which is busily engaged in building elevator heads and boots of all sizes and descriptions.

The designs have been approved by Fire Insurance Underwriters and the very best materials are used in construction.

A large and well assorted line of tin and iron elevator buckets, of our own manufacture, is carried and orders will receive prompt attention.

NORDYKE & MARMON CO.

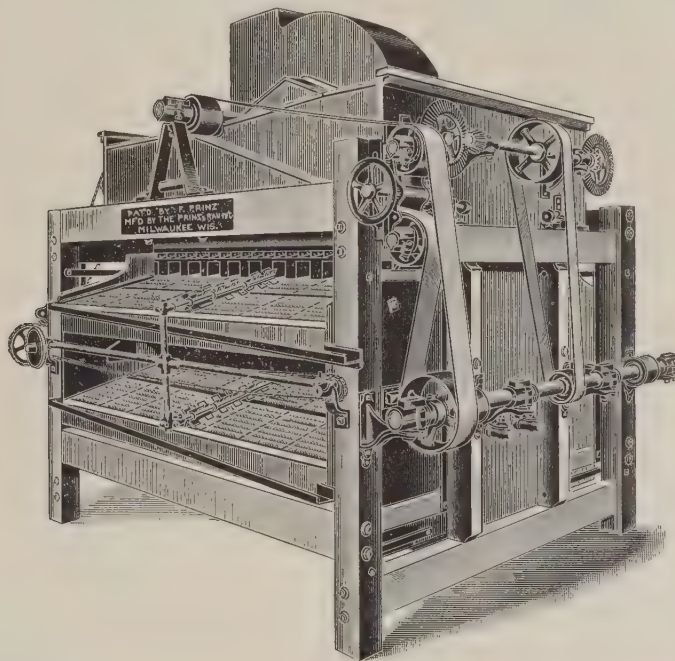
America's Leading Mill Builders

ESTABLISHED 1851

INDIANAPOLIS, INDIANA

A NEW SEPARATOR WITH A STEP FORWARD

Slow Running



Eccentric Shaft
runs 380 revolutions
per minute

The above cut represents a separator for elevators for handling wheat, barley and oats, and contains many new and valuable improvements not found in any other machine on the market.

First, it has a capacity up to 10,000 bushels for receiving purposes, with perforations of from 3-8 to 9-16 of an inch.

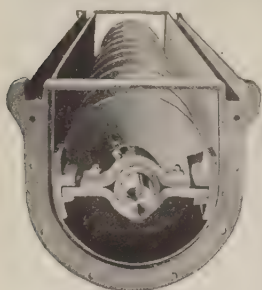
Second, the sieve is only 20 inches long for the grain to travel over; therefore the refuse is traveled only a short distance after the grain has gone through the sieves.

Third, it has two perfect air separations which are fully double the width of any machine made heretofore; each one is controlled independent of the other.

Fourth, it has an automatic sieve cleaner, not only for the sand and seed screens, but also for the coarse sieves, which keeps them automatically clean. This is much better than to keep them clean by hand, as the automatic scrapers will not injure the sieves, nor will they bend or indent them.

For any further information write to

The Prinz & Rau Manufacturing Co.
MILWAUKEE, WISCONSIN



IMPROVED
HANGERS

HELICOID

Catalog
28

The screw conveyor in its most perfect form—HELICOID—is still made by the Caldells at Chicago, and nowhere else. Caldells are the only people who actually roll a continuous conveyor flight, by any process. Others may either roll or drop short flights which have to be lapped and riveted together and pinned at every turn along the pipe—it's long been conceded that this could be done. But they're just beginning where

Caldells left off several years ago. A screw conveyor is economical of power and requires little room, and while you're buying, buy the best; buy HELICOID with continuous flight and metal properly distributed in the flight—HELICOID with larger shaft, greater capacity and increased durability. HELICOID is all-round satisfaction at the same price.

BOXES
EASILY
COUPLED

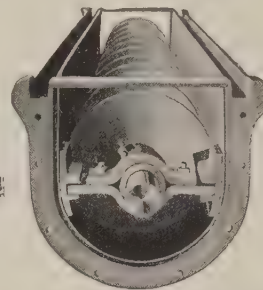
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With
Our Modern
Equipment
We Economically
Manufacture First-class
Steel Conveyor Boxes, Elevator
Heads, Legs, Etc. Ask for Prices.



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Show the value of any number of bushels or pounds of
WHEAT, RYE, OATS, CORN OR BARLEY
at any given price from 10 cents to \$2.00 per bushel.
One of the most useful books ever offered to millers.
Indorsed by prominent millers and grain dealers.
Bound in cloth, 200 pages. Mailed on receipt of price.

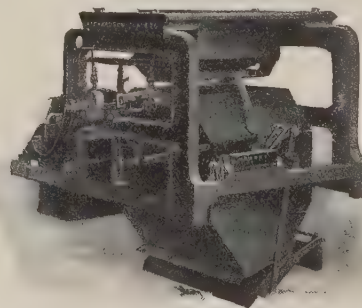
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Nothing! unless it's synonymous with SUCCESS in a particular line.

We are the original inventors of IMPROVED AUTOMATIC WEIGHING MACHINERY, with an experience of fifteen years; THEREFORE the name "RICHARDSON" is pre-eminent in AUTOMATIC WEIGHING.



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If you buy the "BEST" scale your competitor cannot get a better one.

DO IT! IT'S GOOD BUSINESS FOR YOU.

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CHICAGO OFFICE, 122 Monroe Street



The "Eureka" Corn Dryer



If you are handling and exporting corn you can make money rapidly with an

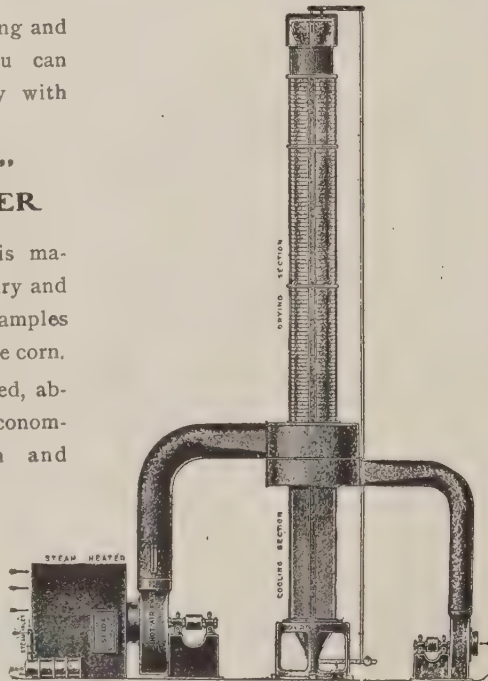
"EUREKA" CORN DRYER

We guarantee this machine to perfectly dry and condition the worst samples of damp and off-grade corn.

It is easily installed, absolutely automatic, economical in operation and moderate in cost.

Many in use. Numerous references upon application.

May we tell you more about it?



THE S. HOWES CO.

EUREKA WORKS

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"Rubber belting taken up twelve (12) times
LEVIATHAN TWICE"

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Important Announcement

We are pleased to
announce that we
now manufacture a

Full line of high grade Grain Cleaning Machinery

Consisting of

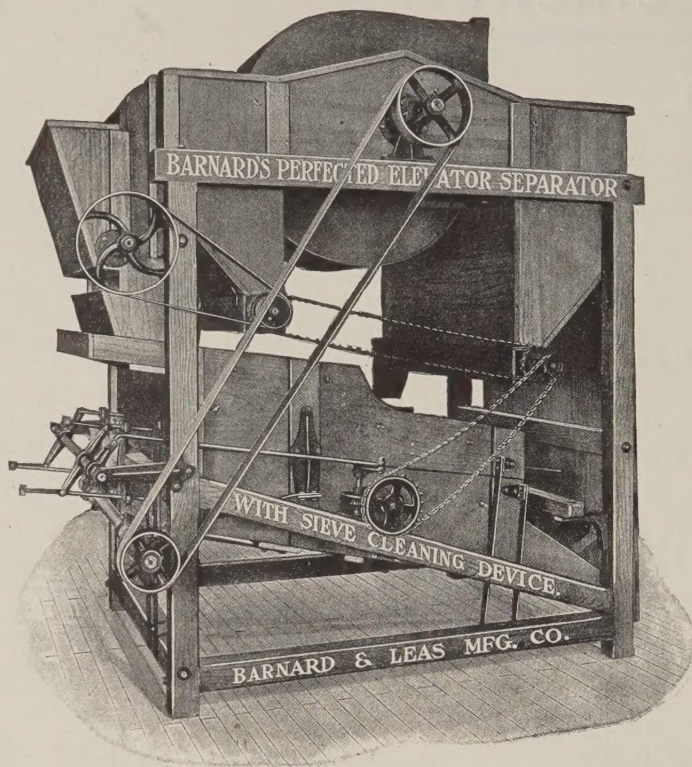
Rotating Corn Cleaners
Revolving Disc Aspirators
Rotating Warehouse and Elevator Separators
Rotating Receiving Separators
Rotating Milling Separators
Ideal Wheat Scourers
Beall Wheat Polishers
Oat Clippers, Etc.

We are sparing no expense in making these machines high-grade in every way. It will be to your interest to investigate Beall Grain Cleaning Machinery. We KNOW that we are making a SUPERIOR line of machines. You can order from us with confidence. Each machine we build is up-to-date and will do the work thoroughly that it is intended to do.

THE BEALL IMPROVEMENTS CO.
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Barnard's Perfected Separator With Sieve-Cleaning Device



Our Sieve-Cleaning Device is the greatest improvement made in Separators in recent years. It results in keeping the Sieves perfectly clean at all times and insures positive and uniform work.

With this device the Separator is entirely automatic and requires almost no attention.

We make the only successful "Air Circuit Separator" and a full line of Feed Mills, Corn Shellers and Cleaners, Oat Clippers, etc.

We furnish everything necessary to thoroughly equip elevators of all kinds and capacities.

SEND FOR LATEST CIRCULARS

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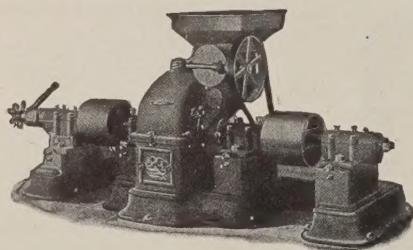
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FULL MEASURE IS THE TRADE MARK OF THE UNIQUE

Full measure as to capacity for size of mill, quality of work and beauty of design and finish.

The full measure of satisfaction which users derive from it is a certain guarantee of its perfection in every detail.

The feed grinding season is again here and if you want a machine adapted to your needs and one as near perfect as human ingenuity can make it, order the Unique.



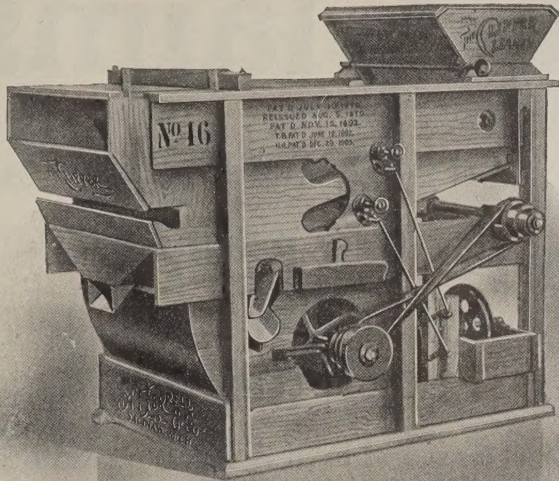
Further Particulars on Application

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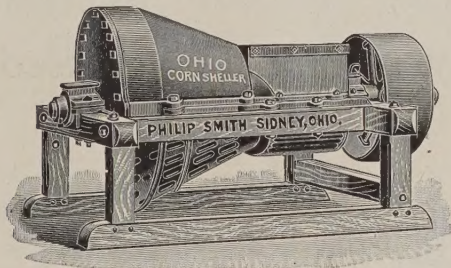
Buyers of Clover Seed!



DO YOU ever receive Clover Seed containing buckhorn or plantain? If so, you will be interested in the No. 16 "Clipper" Cleaner. This is the only machine ever made with Traveling Brushes on the screens at such an extremely low price. Its equal for preparing clover seed for market has never been produced. The No. 16 Cleaner equipped with our Special Air Controller and the proper screens will remove 97% of the buckhorn and plantain and all of the other foul seeds from your clover. The importance of our Traveling Brushes and Air Controller cannot be overestimated. Our cleaner equipped with these attachments is a necessity to the dealer who expects to ship seed that will grade as prime.

Write for catalog giving full description.

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Corn Shellers

Corn Cleaners

Drags, Dumps, Etc.

When you want any machinery
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write us for prices :: :: ::

THE PHILIP SMITH CO.
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THE WEST LEADS IN EVERYTHING

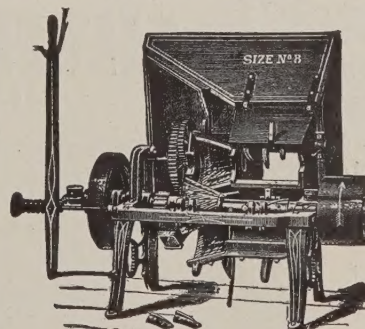
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For more than thirty years it has been our policy to build and equip grain elevators, "a whole lot better" than the other fellow, and we have done it. That's why we have so many satisfied patrons. Are you one? If not, get in line to-day by sending us your specifications.

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LEAVENWORTH, KANSAS

Bowsher's All-Around Feed Mill

(Sold with or without sacking elevator)



It CRUSHES ear corn (with or without shucks) and GRINDS all kinds small grain and KAFFIR IN THE HEAD. Has CONICAL shaped GRINDERS, DIFFERENT FROM ALL OTHERS. RUNS LIGHT. Can run EMPTY WITHOUT INJURY. Ahead of rolls or stones in speed and quality of work.

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Circular sent for the asking.

Drive pulley overhung. Belt to it from any direction. Makes complete independent outfit.

THE N. P. BOWSHER CO., South Bend, Ind.

We Make Claims

—and our claims are substantiated by actual trial on your own floors—that no line of grain cleaning machinery built equals the Monitor make—either in quality of output—construction—durability—actual capacity (machines of same rated capacity considered)—and lowness of operating costs.

These facts should warrant your most careful consideration in purchasing oat clippers—smutters—separators—malt or seed cleaners—flax separators.

The various points of superiority are convincingly detailed in our catalogue, which we shall be pleased to send you.

Write for it to-day.



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